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12, QUEEN'S ROAD CENTRAL.

Hongkong Daily Press.

ESTABLISHED 1857

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The Highest Possible Award
JOSEPH GILLOTT'S PENS.
Of highest Quality, and having
Greatest Durability are there-
fore CHEAPEST.
The Only Aware Chicago, 1893
[a252]

No. 14,896, 號六十九百八千四萬一第 日二十月二十年三十三緒光 HONGKONG, SATURDAY, JANUARY 6TH, 1906. 六拜禮 號六月正年六零百九千一英港香 PRICE, \$3 PER MONTH.

"BULL DOG" BRAND
STOUT & ALE
IN SPLITS.

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WINE AND SPIRIT MERCHANTS,
ALEXANDRA BUILDINGS.
[a1342]

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"SPECIAL BLEND" WHISKY
A Blend
of Selected
Distillations of the
Finest Scotch Whiskies.
\$10.50 Per Case.

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SIEMSEN & CO., Hongkong. [a132]
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PORTLAND CEMENT.
In Casks 375 lbs. net \$4.75 per cask ex Factory.
In Bags 250 lbs. net \$2.80 per bag ex Factory.
SEWAN, TOMES & CO.,
General Managers.
Hongkong, 1st October, 1905. [a2771]

NOTICE.

GEO. FENWICK & CO., LD., Engineers
&c., are open to receive OFFERS FOR
THE PURCHASE OF THEIR WANCHAI
PROPERTY, comprising portions of Marine
Lots Nos. 31 and 36; approximate area 43,000
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For further particulars apply to the Company.
Hongkong, 12th July, 1905. [135]

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Position on Higher Levels for a long
lease from 1st MAY next.
Apply to—
L. M.,
Care of "Daily Press" Office.
Hongkong, 5th January, 1906. [154]

WANTED.

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GOVERNESS in a respectable English
Family. English experience and exceptional
references as to character and qualifications.
Address replies to—
"NURSE",
Care of "Daily Press" Office.
Hongkong, 3rd January, 1906. [133]

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Established 1719.
CHAMPAGNE GROWERS AND
SHIPPERS.
Ship only the Finest Quality
Extra Dry (Green Seal).
LAUTS, WEGENER & CO.
Sole Agents.
Hongkong, 17th May, 1905. [122]

DR. M. H. CHAUN.

THE latest Method of the AMERICAN
SYSTEM OF DENTISTRY.
37, Des Vaux Road CENTRAL.
From the University of Pennsylvania, U.S.A.
Hongkong, 4th September, 1905. [2056]

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PISTOLS.

CALIBRE 7.63 mm.
With CHAMBER for 10 CARTRIDGES
FIRING 10 SHOTS in 2 SECONDS.
SIEMSEN & CO.
Hongkong, 3rd October, 1905. [45]

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for Demand Drafts on London on the day of or
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also Table of Yearly Approximate Averages
FOR 31 YEARS
FROM
1874 to 1904.
Price \$2 Cash. On Sale at the "DAILY
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Hongkong, 11th May, 1905.

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SILENT WATER, Qts.
STONE GINGER BEER.
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LEMONADE.
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[a284]

Hongkong, 1st January, 1906

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CARPETS! CARPETS!! CARPETS!!!
THE FINEST SELECTION OF
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VELVET PILE &
BRUSSELS CARPETS.

EVER SEEN IN THE FAR EAST

AXMINSTER PARQUET SQUARES,
WOVEN IN ONE PIECE WITHOUT SEAM.

DURING JANUARY ALL CARPETS WILL BE MADE AND
FITTED "FREE OF CHARGE."

LANE, CRAWFORD & CO.

Hongkong, 20th December, 1905. [a33]

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DRAPER & TAILOR, GENTS' FURNISHING GOODS, & GENERAL OUTFITTER.
ALL NEW GOODS IN STOCK.

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Hongkong, 27th May, 1905. [a2665]

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A MONTHLY ILLUSTRATED MAGAZINE.

OPINIONS OF THE PRESS.

"... Everyone is bound to appreciate
the departure from the stereotyped canons
which this magazine promises... its
pages are bright without being shocking.
Its articles are crisp, original, and well
written, its illustrations are artistic and
enhance the value of the journal..."
—*Hongkong Daily Press*, 27th October,
1905.

"The praise which we gave to the first
number of the *Cosmopolitan* may
honestly be repeated in reference to the
second number... There is something
very attractive in the unity
which pervades the magazine through-
out, its being a one-man affair, and that one
man being such an acute student of
passing events and wielding such a
vigorous pen..."
—*N. C. Daily News*, 30th
October, 1905.

"... The many articles are well and
brightly written... there should be little
doubt of success..."
—*Shanghai Times*,
20th September, 1905.

"... Though the language of the staff
is not English, the English of *The*
Cosmopolitan is idiomatic and gram-
matically, is irreproachable..."
—*China*
Gazette, 22nd September, 1905.

"... Among these are 'The Art of
Eating,' a witty and observant dis-
course on modern table manners..." It is

certainly a heterogeneous collection of
wit and wisdom, but it is the ideal of
a far Eastern magazine, for it will
sober the over-spirited or brighten the
gloomy, just as the spirit moves the
reader... Taken all altogether *The*
Cosmopolitan is brightly written,
up-to-date, and entirely interesting..."
—*Hongkong Telegraph*, 29th September,
1905.

"... Le champ d'observation de notre
nouveau confrere est si vaste que nous
croissons que la 'corpe' ne lui manquera
pas, et nous lui souhaitons tout le succes
desirable..."
—*L'Echo de Chine*, 20th
September, 1905.

"... quite a new feature in Far
Eastern journalism... the quality of the
latter is well worth the hard-
some setting... We have found a
good deal of sound common sense
in articles as well as no little fun and
humour... matters calculated to interest
not only the foreigner in Shanghai and
Chinese Treaty ports, but in Japan..."
—*Japan Chronicle*, 12th October, 1905.

"... It is a very promising publication.
The pictures are excellent... one won-
ders how it is to be produced month after
month..."
—*Japan Daily Mail*, 13th Octo-
ber, 1905.

In a few months the magazine will be written for subscribers only, and you
will not be able to buy single copies.
The Christmas Number will contain about 150 pages with nearly 100 illus-
trations and will cost \$2.00 to non-subscribers, whereas subscribers will get
it at the usual price of \$1.00.

SUBSCRIPTION.—\$5.00 for six months plus 10 cents postage. Sub-
scribers joining now may still get back numbers from September, but as we
have only 81 copies left for September and 52 for October it will be necessary
to apply at once to—

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Please note my name as a subscriber to the *COSMOPOLITAN* for 6 months
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Name of Subscriber

Address

Hongkong, 12th December, 1905. [a2803]

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3 Star, Special—The finest of all "Fog" WHISKIES at ... \$13.00
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Stop drinking rank, Smoky Stuff, because "it comes through the Soda."
Try HAIG & HAIG'S WHISKIES; pure, mellow matured, non-smoky, delicate flavour,
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The Coat of Many Colours, by Author of

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A Brighton Tragedy, by Guy Boothby.

A Son of the Sea, by Bullen.

Captains All, by Jacobs.

The Web of the Past, by Countess Cromartie.

A Daughter of the Manse, by Sarah Tytler.

Captain Sheen, by C. Owen.

The Motor Crackman, by J. Carey.

A Modern Utopia, by Wells.

By the Ionian Sea, by Gissing.

The Seven Streams, by Deeping.

Romance of a Fountain, by Lee Hamilton.

Stars of Destiny, by Truscott.

The Third Kiss, by Flowerdew.

Fortune's Cap, by Mann.

Pride O' the Morning, by Gibbons.

The Flaming Sword, by Hooking.

The King's Achievement, by Benson.

The Progress of Priscilla, by Cleere.

Dick Pontreath, by Tynan.

The Procession of Life, by Vachell.

The Parson's Wood, by Simpson.

Captain Maroon, by Stewart.

The Fatal Ring, by Dick Donovan.

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Hongkong, 16th August, 1905. [1905]

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SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and
SOLE AGENTS for Hokoku, Hondo, Kanada, Fujinokuni, Yamada, Mannoura, Onoura Otsuji,
Resshara Teisakuro, Yoshinokuni, Yoshio, Yunkobara, and other Coals.
S. MINAMI, Manager, Hongkong.
112

FOR THE FESTIVE SEASON

CHAMPAGNES

MOET & CHANDON

(EPERNEY)

DRY IMPERIAL,

WHITE STAR,

MOUSSEUX.

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INSURANCE

THE STANDARD LIFE OFFICE.

(ESTABLISHED 1825.)

THE Accumulated Funds of the Company

are nearly

\$11,000,000.

and the annual revenue is at the rate of

\$3800

PER DAY.

DODWELL & CO., LD.,

[a1566-3]

Agents.

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HONGKONG HOTEL

FIRST-CLASS AND UP-TO-DATE.

Dining accommodation for 300 persons.

131 Bedrooms.

Elegantly Furnished Reception Rooms.

Private Bar and Billiard Rooms for Hotel

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Hydraulic Lifts to each Floor.

Electric Lighting and Fans.

Every Comfort.

Ladies' Afternoon Tea Rooms.

Ladies' Cloak Rooms.

Matron in attendance.

CHARGES MODERATE, AND NO EXTRA

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H. MAYNES,

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KING EDWARD HOTEL.

A HIGH-CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea-Rooms.

Private Bar and Billiard-Rooms.

Hot and Cold Water throughout.

Electrically Lighted—Electric Fans—(if

required).

Electric Passenger Elevator to each floor.

Table D'Hote at separate tables.

For Terms, &c., apply to the—

MANAGER.

Hongkong, 24th July, 1905. [a2410]

"BOA VISTA"

(HOTEL-SANITARIUM OF SOUTH

CHINA).

MACAO.

HAS been re-opened, under European

management and most strict supervision

as to food, cleanliness, and hygiene of the place.

All comforts of a home.

A most pleasant retreat for those desirous of

a few days rest and quiet.

Comfortable accommodation for travellers

paying a visit to the historical and picturesque

colony of Macao.

Macao is 40 miles south-west of Hongkong

One steamer (s.s. *Heungshan*), daily to and

from Hongkong, and two steamers to and from

Canton, give easy communication with both

these centres.

Cable Address—"BOAVISTA."

For Terms, apply

to—

THE MANAGER.

[a241]

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INTIMATION



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LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

ALEXANDRA BUILDINGS.

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The following Brands are recommended as high-class Wines of superior quality.

Per Doz.

B. SUPERIOR PALE DRY, DIN-
NER WINE, GREEN SEAL
CAPSULE... \$12.60

C. MANZANILLA, PALE NATURAL
SHERRY, WHITE CAPSULE... 13.50

C.C. SUPERIOR OLD PALE DRY,
NATURAL SHERRY, RED
SEAL CAPSULE... 15.00

D. VERY SUPERIOR OLD PALE
DRY, CHOICE OLD WINE,
WHITE SEAL CAPSULE... 18.60

E. EXTRA SUPERIOR OLD PALE
DRY, VERY FINEST QUALITY
(old bottled), BLACK SEAL
CAPSULE... 27.90

"D." AND "E." ARE FAVOURITE
WINES ALL OVER THE FAR EAST
AND ARE SPECIALLY RECOM-
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NOTICE TO CORRESPONDENTS.

Only communications relating to the news column should be addressed to the Editor. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith. All letters for publication should be written on one side of the paper only.

No anonymously signed communications that have already appeared in other papers will be inserted. Orders for extra copies of Daily Press should be sent before 11 a.m. on day of publication. After that hour, the supply is limited. Only supplied by Cash. Telegraphic Address: P. O. Box, 35. Telephone No. 12.

HONGKONG OFFICE: 10A, DES VOUX ROAD C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JANUARY 6TH, 1906.

The Cotton Spinners' Association of India has put it on record that Japan has become a formidable rival to all India, in the China market for cotton goods. The reasons for the remarkable progress made by the Japanese cotton factories, which are generally yarn mills that both spin and weave, as given by Japanese themselves, are partly what foreign observers would deem handicaps in the race for trade success; and it is worth while making a note of what these are, for possible future reference, when Capital and the large employers of labour begin to cast about for remedies for handicaps and hindrances already experienced. Some firms in England have done something on the same lines, but not quite the same; and the prattle of philanthropy accompanying their efforts has possibly had the effect of frightening away business men who have no time to consider any goal but that of profits. If it can be shown that a paternal policy of treating employees does away with strikes, poverty, and other features of manufacturing centres, and that it pays the employer as well, then the desired effect may be sooner obtained, even though with a less magniloquent motive. The Japanese claim to have no labour troubles; and if they have, they have so far been less heard of than in Great Britain and other manufacturing countries, including India. The secret, they say, is that the feudal system persists in the relationship of employer and employee. The *Business Man's Magazine* publishes a descriptive article

about the methods of the Kanagafuchi Spinning Co., Ltd.; and while we do not ask anybody to believe that "the employers are so unselfish and sympathetic that the employees cannot be unloyal or disobedient," we may remark that the example of this company seems worth the careful consideration of, and emulation by, employers of labour elsewhere who have no intention of posing as philanthropists. The "Kanebo," as this company is popularly called, runs a free boarding school for young people aged from thirteen to sixteen years. The pupils are "half timers," who receive the ordinary primary course of instruction, and in addition an evening course of textile and engineering study. At sixteen, the pupils are taken into full employment. The company, meanwhile, has provided everything and made no charge, getting only the slight amount of labour that learners are able to give, in return for food, clothing, and training during the three years. It is the old-fashioned apprentice system with a difference. For higher posts, a similar institution is provided for young men who can pass an entrance examination. There are also boarding schools for girl employees. Food is cooked on modern ranges, heated by a special boiler, and served in huge dining halls. Money orders intended for parents are transmitted free of charge by the company. For nursing mothers while at work the company provides physicians, nurses, a crèche, and a kindergarten establishment; and generally accepts parental responsibilities. The training which the children receive and later on the schooling obtained from the instructors gives each individual opportunities far above those to be had by the employees in foreign countries. The company also maintains its own hospital, and free bathrooms and laundries. It rents about 400 cottages, and sees that each has as beautiful surroundings as can be arranged. Two journals are conducted, in which suggestions and comments by employees are welcomed, and prizes offered for useful ideas relating to the management of any part of the concern. The company stores foodstuffs, clothing, dry goods, &c., and retails them at cost to its employees. Many employees went to the war; the families left behind did not suffer. A general fund was started, on which the company paid ten per cent. interest, as well as contributing to it; and no employee of "Kanebo" had to trouble any of the public funds. The employees have a recreation park close by. As illustrating the feeling animating the employees, the following message from a soldier at the front is given, "I am always ready to meet my dead comrades, but if such be the Gods' will, I hope to survive and devote my entire future to my beloved 'Kanebo.'" It will naturally be supposed that all this must make a hole in the profits of the Company; but this is not admitted. On the other hand, it is not denied that foreign companies' profits are often seriously impaired by labour troubles. As we have said, there may be a lesson here for somebody.

Messrs. A. J. Walker, A. Piercy, and E. B. Reed have joined the H. K. V. Troop. We have received Messrs. Guedes & Co.'s Anglo-Chinese Calendar for 1906. It is certain to be appreciated in local offices. An interesting article to Britons will be found on page 9. Local sport arrangements, with the usual stock and share news, appear on page 5. Messrs. Benjamin, Kelly, & Potts have received a private telegram from Singapore to say that the "Rau" crushing for December realized 591 ounces smelted gold from 3,696 tons of stone. A Calcutta note says:—The only horse at present (Dec. 8) receiving any support for the Viceroy's Cup is Great Scott, who continues in great form and is at 7 to 4. Great Tom, the second favourite, stands atevens, and the cup appears a certainty for Great Scott. H.E. the General Officer Commanding and Mrs. Villiers Hutton yesterday afternoon entertained a large number of children at Headquarters House. The young people spent a very agreeable time in various amusements and each went away happy with a suitable toy. The Races, as we have already announced, open on Monday, Feb. 12. We mention it again to draw attention to the announcement appearing in another column, that nominations for the Hongkong Derby close today (Saturday) and that they must be sent under cover to Mr. T. F. Houghton at the Club.

From Newchwang, American Consul-General Simmons reports that at present Manchuria is not really clamoring for motor boats. But there are rivers in Manchuria and there are always possibilities in the future. "Motors for converting sail and rowboats into power-boats," writes the Consul General, "may ultimately find an extensive market among the native population."

Messrs. T. Ullmann & Co., 34 Queen's Road, exhibit in their show window a beautiful diamond necklace of the value of \$6,800, one pair of gold mittens with precious stones, \$1,750, and a lady's chain with pearls, \$1,500, as well as a pearl necklace of the value of \$2,200. These jewels are worth seeing.

Mr. Denman Fuller, F.R.C.O., L.R.A.M., gave an organ recital in St. John's Cathedral last night in presence of a good number of music-lovers, who were charmed with the organist's exposition of works by the old masters as well as of modern music. Mr. F. J. Joki gave several pleasing violin selections.

A writer in the *London Spectator* shares the belief that the world is likely to find itself indebted to Japan for a new diplomacy, sincerely and intelligently patriotic but also, in its comprehensive and sympathetic understanding of other nations, cosmopolitan. "Having borrowed from all the world without losing her own racial identity," says the British reviewer, "she may well be the apostle of a new internationalism."

The sales of Bengal opium up to and including the December sale show a result which is 25 lakhs better than the estimate, but this surplus is swallowed up by the heavy falling off in the sale of Malwa opium, which up to November amounted to nearly 27 lakhs, owing to the increase of the monthly sales of Bengal opium. Given 4,000 to 4,500 chests with effect from January, the receipts for the next three months will doubtless be in excess of the estimates, but at the moment the results are Rs. 107,000 worse than was budgeted for.

One of the most interesting exhibitions which will take place on the occasion of the Royal visit to Calcutta, says the *Englishman*, will be the performance of the Tibetan Ghost Dancers under the direction of Rai Bahadur Sarat Chandra Das, C.I.E. It may be remembered that this unique entertainment was given before his Royal Highness's brother, the late Duke of Clarence, on the occasion of his visit to Calcutta fifteen years ago, and we believe that the Duke was so delighted with it that it was specially repeated for him on another occasion.

An official review of reports on the administration of Mines and Assay Departments at Calcutta and Bombay for the last year is published. The tenders of gold at the mints exceeded in value those of the preceding twelve months—themselves a record—by over a crore of rupees. The total value of gold tendered was close upon twelve crores. Nearly eleven crores of new rupees were coined. Another feature of the year was the formation of an ingot reserve of silver, to consist ordinarily of three hundred lakhs of silver, to be held ready for coinage into rupees to meet any urgent demand, but not to be used except under special orders of Government.

The "S. M. Twissell Pledge Association" is now a department of the Church of England Temperance Society. A report from it was read at the recent Church congress. The pledge which its members take is as follows: "I solemnly undertake, by God's help, to abstain from all intoxicating drinks except at my midday and evening meals. It is easy to laugh at this. Some will assert it is only a variant of the Irish saying: 'Do be aisy, and if ye can't be aisy, be as aisy as ye can!' But in actual fact it is found that semi-temperance has had a beneficial effect in doing away with drinking between meals, and with 'treating,' or what is still more pernicious, 'nipping'."

By kind permission of Lieut.-Col. A. G. Fittion, D.S.O., and Officers, the Band of the Second Battalion "The Queen's Own" (Royal West Kent Regiment) will play the following programme of music during dinner at the Hongkong Hotel to-night:—

March—"Under the Double Eagle" ... Wagner
Overture—"Bayaderes" ... Auber
Valse—"Marianne" ... Waldteufel
Selection from—"The Casino Girl" ... Englander
(a) Song—"The Sunflower and the Sun" ... Penn
(b) Two-step—"The Ambrosia Snow" ... Maywood
Extrav.—"L'Extase" ... Thomas
Selection—"Scotland's Pride" ... C. Godfrey
Grand March—"Pomp and Circumstance" ... Elgar
Dinner—Hors d'Oeuvres, Eggs a la Russe
Soup—Clear Soup. Fish—Broiled Fish and Parsley Sauce. Entrées—Duckling Parrot and Green Peas. Lamb Cutlets and Mashed Potatoes. Roast Australian Beef, and Horsh Radish, 1st and 2nd. Capon and Celery Sauce, Boiled Cornet Pork and Peas Pudding, Cold Lancaster Pie and Beetroot Salad. Sweets—Toast Pudding, Strawberry Ice Cream and Finger Cakes, Peach Tart, Tipped Cake, Cheese Straws. Dessert—Jellies—Fruit.

DEATH OF A PRISONER.

At the Magistracy yesterday afternoon before Mr. F. A. Hazeland and Messrs. W. E. Rowe, S. Schwat and G. Grimble, jurors, an inquiry was held into the cause of the death of Ng Lu, a prisoner, who died on Thursday.

E. J. Pierpont, Chief Warder in Victoria gaol, gave evidence as to the deceased's admission on 20th January, 1902, when he was convicted of armed robbery.

Dr. W. Moore, medical officer of the gaol, said deceased was admitted to the gaol hospital on 7th December in a very weak condition. He was suffering from tubercular meningitis, an invariably fatal disease, and died from the effects thereof.

The jury returned a verdict of death from natural causes.

LATEST STEAMER MOVEMENTS.

The C.P.R. str. *Albatross* arrived at Kobe at 8 a.m. on Thursday, the 4th Jan., and left again at 5 p.m. same day via Nagasaki for Shanghai, where she is due to arrive at 9 a.m. on Monday, the 8th Jan.
The J.C.C. str. *Tijlming* left Macassar for this port on the 4th inst., and may be expected here on or about the 12th inst.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

CRICKET IN SOUTH AFRICA

LONDON, 5th January.

The South Africans defeated the English team by one wicket.

CHINESE LABOUR IN THE TRANSVAAL.

LONDON, 5th January.

The Government agrees to the fulfilment of the contracts already signed for the importation of Chinese to the Transvaal.

AMERICAN RIGHTS IN AFRICA.

LONDON, 5th January.

The United States now claims rights in Morocco and delegates are being sent from Washington.

DEATH OF A DISTINGUISHED JOURNALIST.

LONDON, 5th January.

Harrison Weir is dead.

[Harrison W. Weir, artist, author and journalist, was born at Lewes, Sussex, on May 5th, 1824. He was apprenticed to George Baxter to learn the process of colour printing in 1837, but disliking it he began as an artist. He first exhibited at the British Institute an oil picture of Wild Duck in 1843 and afterwards at the Society of British Artists and the Royal Academy. Besides being a distinguished animal painter and draughtsman, he contributed to many journals and published "Poetry of Nature." "Every Day in the Country" and other works. The writing and illustrating of "Our Poultry and all about Them" occupied his attention for upwards of 21 years and for its size is unique as the work of one man.]

[REUTERS' SERVICE.]

THE APPROACHING ELECTIONS.

LONDON, 3rd January.

The election campaign is in full progress, and the papers are crammed with speeches and electoral addresses; a remarkable variety of issues are submitted. The Unionists, generally, place the fiscal and Home Rule issues in the front, while the Liberals are dwelling on free trade and domestic reform.

FRANCE, GERMANY AND MOROCCO.

LONDON, 3rd January.

It is semi-officially declared in Berlin that French apprehensions of German aggressiveness in Morocco are wholly groundless.

THE BATTLE OF TSUSHIMA: RIDICULOUS STORY.

LONDON, 3rd January.

Admiral Rozhdestvensky, with the permission of the Ministry of Marine, has written an article to the *Novoye Vremya* on the battle of Tsushima, in which he says that the whereabouts of Admiral Togo were kept so secret as to be unknown even to the British Admiral, who, with his forces concentrated at Weihaiwei, was expecting an order to annihilate the Russians if the Japanese failed to accomplish Great Britain's object.

EXCITING SCENE IN MADRAS HARBOUR.

Particulars with regard to a sad accident which occurred in Madras Harbour, when Mr. A. W. Curtis Wilson, fourth officer of the steamer *Gurkha*, lost his life, state that Mr. Pate, an Australian horse-shipper, was engaged in slinging some animals from maula boats onto the deck of the *Gurkha*, and was expiring considerable trouble in doing so. Mr. Curtis Wilson slipped down from the steamer's deck into one of the maula boats by means of a rope and tried to assist in the operation. One of the horses became very restive, jumped out of the boat into the water and swam across to the corner of the harbour, and was finally secured and hoisted on to the B. I. steamer *Uda* after having swam the whole width of the harbour. The deceased then jumped into the next boat and assisted in slinging a horse therefrom. The sling was not properly adjusted and the horse was very restive, and the deceased jumped to the small stern sheets of the boat to get out of the way of the animal's plunges. In some unaccountable way the unfortunate officer fell overboard into the water, and could be plainly seen by the people on the steamer fighting for his life in the heavy swell that was running in the harbour at the time. Though there were a large number of persons on board the steamer they were unable to render any assistance, and the deceased finally sank in sight of most of his shipmates. According to an eye-witness, if any of the native crews in the maula boats had made the slightest exertion the officer's life might have been saved. The affair has cast a great gloom on board the *Gurkha*, where the deceased was very popular. Of the ten horses on the maula boats five were finally got safely on board. One was rescued by the crew of the *Uda*, as stated, after it had been attacked by a shark, one swam across and was landed on the south side of the pier, and the other was rescued after it had been drawn under water by sharks. The body of the deceased officer has not as yet been recovered, and it is feared that the prevalence of sharks in the harbour may account for this.

CANTON.

[FROM OUR CORRESPONDENT.]

January 4th.

THE VICEBOY.

Viceroy Shun's sick-leave has expired and His Excellency has now reported to the Throne that his health has gradually improved and that he is well again. The Viceroy has asked the Throne to grant him leave to proceed to Peking for an audience.

ALLEGED SALT SMUGGLING FROM MACAO. Viceroy Shun has received a cable from the Canton Government instructing him to try and settle amicably with the Portuguese Government, the recent salt smuggling case in which Lo-Wa-Pu, alias Lo-Kan, a Portuguese subject, was implicated.

The Viceroy has replied by wire informing the Central Government that the investigation has disclosed the fact that the cargo of the *Man-Fu* junk was Chinese salt and not Hongkong salt as contended; that moreover, Sam-Kok-to, where the junk passed, was in Chinese waters and that the guard boats there when searching the junk found it to be fully loaded with salt. The Viceroy further states that "had the junk carried arms instead of salt the seizure would have been considered legal. Why then differentiate? It has further been discovered that the junk was simultaneously flying the flags of two different nations, viz. the Portuguese and French flags. Can a man belong to two nations? No foreign Power would recognize such a thing, nor can China do so. If this case is minimized in any way it will be very difficult in the future to guard against salt smuggling. The Portuguese Minister says there are different excellent methods to prevent people from Macao smuggling salt into Chinese territory. Let him then, make his suggestions through the Consul General here and then, and then only, I shall condescend to deal leniently with this case." The Portuguese contented that the salt was on its way from Hongkong to Macao, that the junk was only crossing Chinese waters, and that it did not make for any harbour under Chinese jurisdiction, consequently that no treaty rights had been infringed, and that there was no smuggling.

THE CANTON COMMERCIAL GAZETTE. The President and Vice-president of the Board of Commerce some time ago memorialized Viceroy Shun with reference to the establishment of a commercial press and enclosed a copy of the regulations drawn up for his approval and also asked that the district officials may be instructed to exhort the merchants of their locality to subscribe to this new publication and give the venture their support. The Viceroy has sanctioned the rules and has issued orders accordingly. This paper will be started shortly and will report on all commercial matters of public interest.

THE MIDDLEMAN'S REVENGE. A certain wealthy Chinaman surnamed Ng instructed a matchmaker to find him a pretty girl as a concubine. The middleman was promised \$1,000 reward if his choice were satisfactory. The matchmaker introduced Ng to a very handsome maid a few days ago and the would-be husband expressed entire satisfaction, but paid only \$300 to the discoverer of his belle. Perhaps on second thoughts he found the maiden representing only 30 per cent. of his ideal! On the 31st, Ng sent a grand chair to bring his new concubine to his home. The chair arrived; but lo! on opening the curtains, the amorous Ng looked into the mischievous eyes of an ugly old man who had been discharged from his service some time ago! The neighbours are still laughing over Ng's discomfiture, and think he was very neatly punished for his meanness.

STILL ANOTHER NEWSPAPER. The editor of the *Sze-Man-Po* states that the newspaper business is steadily increasing, there being a great demand for them at present the number of subscribers is growing more numerous every day and the different papers are making handsome profits. It is now reported that a member of the Viceroy's foreign office is about to start a new press under the style of the *Tung-Yuet-Po*. The first issue will appear after the Chinese New Year.

PIRACY. Piracy is rife in the neighbourhood of Ching-yuen. A likin station has recently been robbed by a band of over a hundred pirates and in the scuffle that ensued several brave and likin officials were shot.

TESTING EXPLOSIVES AND MAKING DIAMONDS.

Some interesting investigations bearing on the artificial production of diamonds have recently been carried on by Sir William Crookes. For the formation of carbon crystals in the form of diamonds intense heat and considerable pressure are essential, and this, Sir William Crookes found, was produced in the course of some experiments on high explosives performed by Sir Frederick Abel and Sir Andrew Nobel. In these tests gunpowder and cordite were fired in closed steel cylinders under such conditions that pressures as great as 95 tons to the square inch and temperatures as high as 5,400 absolute were obtained. Removing the residues from the cylinders the various substances were carefully tested and certain minute crystals were found which were undoubtedly diamonds. This was demonstrated by drying the residues and fusing it at red heat in potassium bifluoride to which nitre was added during the process of fusion. The residue thus obtained was then washed and heated in sulphuric acid, after which the largest crystalline particles were separated and submitted to examination by crystallographers who confirm the opinion of the chemists as to their being diamonds. These results corroborate the experiments of Moissan, which tended to show that pressure and heat were essential to diamond formation.

POLICE COURT.

Friday, 5th January.

BEFORE MR. F. A. HAZELAND (FIRST POLICE MAGISTRATE).

DUNKED AND INCAPABLE.

A Chinese woman was charged with being drunk and incapable in Des Voux Road on Thursday night.

She told his Worship she "took a little," and a *looky* stated that he lifted her out of the side channel, but as she was unable to take care of herself he took her to the station. She was fined \$3.

GAMBLERS.

Sergeant O'Sullivan raided No. 176 Des Voux Road Central on Thursday night and arrested ten Chinese who were playing fan-tan. They were charged with the offence, found guilty, and the first two defendants, who were the keepers of the game, were each fined \$75, while the remainder were fined \$3 each.

PHOTOGRAPHERS AT THE HONGKONG PORTS. Two Japanese assistants in Mr. Mumy's photographic establishment, Queen's Road Central, were charged with being in the vicinity of the Hongkong Ports with a photographic apparatus in their possession with the intention of taking photos of the fort.

His Worship adjourned the case in order that he might see the Military Authorities on the subject. The defendants were allowed out on bail of \$100 each.

A DISHONEST COOLIE.

A coolie was charged with the larceny of a pair of slippers from a boat shop in Queen's Road.

Inspector Gouchey stated that defendant was engaged to carry the slippers from one shop to another, but he did not deliver them.

He was sentenced to three weeks' imprisonment with hard labour and six hours' stocks.

BEFORE MR. C. D. MCDONNELL (SECOND POLICE MAGISTRATE).

ASSAULTING A DETECTIVE.

F. Blunck was summoned for assaulting a Chinese detective at Kowloon while in the execution of his duty.

The defendant took out a cross-summons against the detective for creating a disturbance. Inspector Langley stated that on the 29th ult. he had occasion to send for a witness in a case in which he was making inquiries, and told the detective to go to 54 Elgin Road and call him. This was about 9 p.m. and the complainant was knocking at the door with the object of attracting the attention of the people within when the defendant descended from the second floor and without asking who the complainant was or what he was doing, kicked him on the right hip, causing an abrasion about three inches long.

Complainant gave evidence in accordance with the Inspector's statement, and Inspector Langley said he sent the last witness to Elgin Road on the night in question a little before nine o'clock. The complainant returned at 9.30 p.m. and showed with an abrasion on his hip, which he said had been caused by the defendant kicking him. On the following morning the defendant called at the station and asked for the name and number of the constable he had kicked.

The evidence in support of the cross-summons was then heard. F. Blunck, sworn, said that at 9.30 p.m. on the 29th December he was retiring for the night when he heard a loud knocking on the ground floor which lasted for about five minutes. He went downstairs and told the detective not to make so much noise as the house belonged to him. The detective said "Makkee your house." On saying that, witness gave him a kick, but he did not know the defendant was a policeman.

His Worship fined F. Blunck \$5, and discharged the detective.

A PERILOUS TOW FROM MANILA.

The *Manila Times* under a seven-line heading describes how the steamers *Taming* and the disabled steamer *Kaifong* had a narrow escape and "barely made Hongkong after a perilous trip." The reference is to the towing of the *Kaifong* from Mariveles by the *Taming* just before Christmas. "The safe arrival of the *Kaifong* at Hongkong," says our contemporary "is a tribute to the trustworthiness of good Manila help, for had the towing hawser parted at any time after real China Sea weather was encountered, it would have been all up with the *Kaifong* and the 17 men on board." There were in fact 60 men on board. When the *Taming* signalled the *Kaifong* to know if she would be able to handle herself in case the tow-line parted, the answer came back "our condition would be hopeless."

"Indeed," the report continues, "with decks nearly perpendicular at times, the screws out of water and 'racing' at frequent intervals and the ships drifting away so fast before the monsoon, it was next to impossible to tell just what courses they were making. The *Kaifong* with only her port propeller to keep her under way would quickly have met her fate had she parted with her consort, for it would have been nothing short of a miracle that would have enabled the *Taming* to have got another line to her had the first one parted."

At times the ships would be abreast and dark thoughts would suggest themselves as to what would be the outcome if the *Kaifong* crashed into the *Taming* aft. No such casualty occurred, however, and no accident befell the hawser which was guarded night and day like a powder mine. Altogether, our contemporary concludes, the bringing of the *Kaifong* to Hongkong reflects no light credit on Capt. Outbridge and his crew, and it likewise shows the dire need of the Philippines for facilities for docking and repairing.

The report incidentally mentions that the passage occupied 69 hours and that when the China coast was sighted, Captain Outbridge had had only four hours' sleep.

SUPREME COURT.

Friday, 5th January.

IN SUMMARY JURISDICTION.

BEFORE MR. A. G. WINE (PUNISH JUDGE).

CLAIM FOR RENT.

Fr. Blum, owner of Island Lot No 3 Kowloon, and Ng Chei, the owner of house 55 Elgin Road, for \$11.54, being ground rent, and a further \$2 for searching the Land Office records. Mr. Otto Kossy Sing appeared for plaintiff, but defendant entered no appearance.

His Lordship, in giving judgment for plaintiff with costs, asked—How are you going to get it?

Plaintiff—Take the house, of course (laughter).

BREAKING A SUBMARINE CABLE.

The action in which the China and Japan Electric and Telephone Co., Ltd., claimed \$1,000 from the China and Manila Steamship Co., Ltd., being the amount of damage sustained by the plaintiff company by the breaking of their submarine cable in the harbour by the defendant's steamship *Rubi*, was resumed.

Mr. E. H. Sharp, K.C., instructed by Mr. H. G. C. Bailey (of Messrs. Johnson, Stokes and Master), appeared for the plaintiff company, and Mr. H. E. Pollock, K.C., instructed by Mr. P. B. Deacon (of Messrs. Deacon, Looker and Deacon), represented the defendant company.

John Hill, chief engineer of the *Rubi* since September 1904, said he held a first-class certificate. On one occasion, in May last year, he took the *Rubi* across to Manila with one boiler. They could do that in rough weather. They could get 10 knots with one boiler and 12 with two. On one boiler in smooth water he could get more than half speed out of the *Rubi*. On the morning of 30th August the *Rubi* left the buoy. She had then a steam pressure of 175 with the one main boiler and had the donkey boiler working as well.

Cross-examined—When the *Rubi* was taken to Manila on one boiler it was done as an experiment. Witness was questioned at considerable length as to the entries in the log book and asked for explanations of the alteration of material times. Asked how often the anchor was dropped, witness could not return an answer.

His Lordship—But were you below?

Witness—Yes.

His Lordship—Well then, how often was the anchor dropped?

Witness—I only know it was dropped once.

His Lordship—I don't believe you were down below at all. Were you there at 12.30?

Witness—I could not say.

His Lordship—Were you there when you anchored the second time?

Witness—I didn't know we had anchored twice.

His Lordship—That is clear, because you would have stopped your engines.

Witness—Yes.

His Lordship—When did you go down next to the engine room?

Witness—I was there the greater part of the time.

His Lordship—I am talking between 12 and 1. Did you go down between 12 and 1?

Witness—Several times.

Mr. Sharp—You only know you stopped once?

Witness—Yes.

His Lordship—If you had been on deck you would have seen the ship anchored?

Witness—Yes.

His Lordship—How often were the engines stopped?

Witness—Half a dozen times, half speed and dead slow.

His Lordship—How often did you stop to anchor?

Witness's reply was inaudible.

Mr. Sharp—Would you have logged that?

Witness—Yes.

Mr. Sharp—Well, you have not done so. Captain Nottley, recalled, was questioned by his Lordship as to ships he had seen when the *Rubi* was struck by the squal and the distance they were off.

His Lordship—He ought to have seen it.

Mr. Pollock—The point is this, that he could not tell how dense it was going to be. It might have been a squal that he could have seen through.

His Lordship—Oh.

James McDonald, Government and marine surveyor, said he knew eight ships in one company with only one boiler each. A vessel like the *Rubi* would be perfectly seaworthy with one boiler in ordinary weather. On the morning of 30th August the *Rubi* left her buoy to cross to Kowloon Bay. That was not a rash or perilous act.

This concluded the evidence.

Mr. Pollock addressed the jury. He said the defendants were not prepared at the outset to admit that the cable was up on the *Rubi's* anchor belonged to the plaintiff, because they had no possible means of knowledge, but there could be no doubt now that it belonged to the plaintiffs. An explanation of the cable being hooked up by the anchor would doubtless be found in the fact that the *Rubi* dragged her anchors. There must have been a strain on them. The jury had to consider only two points. The first was—Whether or not it was negligent of those in charge of the *Rubi* to proceed towards Kowloon Bay from her buoy at 11.45 on the morning of the 30th August. The second point was—Whether or not it was negligent on the part of those in charge of the *Rubi* to drop her anchor where she did in the circumstances. He submitted that it was proper for the captain to anchor

when and where he did. It was prudent and reasonable navigation, and he did not see how it could be twisted into an act of negligence.

His Lordship—Did you admit you dropped your anchor in the cable area?

Mr. Pollock—No, I don't know that we did.

After another remark from his Lordship, Mr. Pollock said he was prepared to admit that the cable was dropped within the cable area.

His Lordship—Then your point now is that the squal caused you to act as you did?

Mr. Pollock—Yes.

Mr. Sharp—I shall ask your Lordship to accept another point of view.

His Lordship—Just so.

Mr. Pollock resumed his address to the jury, contending that the defendants were not guilty of negligence and that the plaintiffs were not entitled to judgment.

Mr. Sharp, in his address to the jury, said he would ask them to consider the subject under the headings of the questions which he would submit to the jury. The first was—Whether the anchor was dropped in the cable reserve.

His Lordship—That is admitted.

Mr. Sharp then argued that there was negligence on the part of the defendants in not taking all precautions which would prevent the vessel being exposed to a typhoon. The *Rubi's* *prima facie* at fault for anchoring in the prohibited area, but she could be excused by act of God. But this could only be pleaded successfully if there was no means of anticipating the event. He maintained that it was negligent which caused the *Rubi* to be exposed to the squal. She was one of the last to leave the harbour, and by that time owing to her neglect, she had become liable for any damage that might be done. She was negligent in dropping anchor where she did. The *Rubi* had failed to exercise reasonable foresight and must be held liable for the damage which resulted.

His Lordship, in briefly summing up, told the jury that if they came to the conclusion that there had been a squal they must find for the plaintiffs, but if they came to the conclusion that the squal was so heavy that it was prudent for the captain to anchor where he did they would find for defendants.

The jury retired and after a few minutes returned with a verdict for plaintiffs by two to one.

Judgment was entered for plaintiffs with costs.

POLICE "SMOKER."

Owing to the lateness of the hour we were unable to give a full account of this success:ful smoking concert in our last issue. A mat-shed had been erected on the spacious compound of the Tsimshutsai Police Station for the event, and there can be no doubt that the large number in attendance greatly enjoyed themselves. The committee were untiring in their efforts to please, and on all sides it was admitted that they had succeeded. Their names are—Mr. P. P. J. Wodehouse, A.S.P. (chairman), Inspector Langley (president), Sergeant R. Wills (secretary), Pitt, Atlee and Counsel, and Constables Bird, Foley, Ruby, Edwards, Norman, Lanigan, Barrie and Pardon.

Mr. Wodehouse was chairman of the concert, and sitting at table with him were Captain Superintendent Badley, Mr. C. D. Malbois (second magistrate), Mr. G. H. Wakeman (Land Officer), Chief Detective-Inspector Hanson, Chief Inspector Baker and Inspector Langley.

The programme was a very long one, and contained an abundance of comic, besides sufficient of sentimental songs and recitations. All the performers were heartily applauded as they did their "turns," therefore criticism is unnecessary. It would not be well, however, to pass without saying a word of a performer new to Hongkong audiences. This was Mr. Leckie, of the Royal Engineers, a master comic, who was again and again recalled, and kept his audience in constant laughter while singing his droll songs. The programme was as follows:

Pianoforte overture, Mr. Locky; song, "A cold stormy night," Mr. Leckie; song, "Is your Mother in Molly Malone?" Mr. Davenport; song, "Adeline," Mr. Simmias; song, "Our Tike," Mr. Bailey; song, "Out on the Deep," Mr. Badcock; song, Mr. Dawson; violin solo, Mr. Goodwin; recitation, "Sleeping Switchman," Mr. Clyde; song, "You had better come home at once," Mr. Wolfe; balalaika solo, Mr. Insky; song, "Fold-do-rol-lo-lo," Mr. P. Langley; song, "I had to be cruel to be kind," Mr. James; song, "Norah's ass," Mr. Driscoll; mandolin solo, Mr. Insky; song, "A row in the South has been brewing," Mr. Hines; song, "Before the day," Mr. Warmington; song, "Sleeping in the old back-yard," Mr. Wolfe; song, "There's a girl wanted there," Mr. Davenport; song, "In the Sun," Mr. Bailey; song, "The Village Blacksmith," Mr. Badcock; song, "I've longed in my heart for you, Louise," Mr. Driscoll; song, "Gonerio," Mr. Thwaites; song, "The British Lion," Mr. James; song, "Two rooms to let," Mr. P. Langley; recitation, "Charge of the Light Brigade," Mr. Leckie.

The eleventh act was as it is recited, and concluded the programme with a comic song in which he wished all present "A Happy New Year." Mr. Morris officiated at the piano.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—On the 5th at 12.30 p.m. the barometer has fallen over S. Japan and S. China. Pressure is highest over N. China, and a shallow area of low pressure lies in the neighbourhood of S.W. Japan.

Fresh monsoon is indicated in the Formosa Channel and the N. part of the China Sea. Forecast:—Moderate N.E. winds; fine. Telegraphic communication between the Observatory and Hongkong is interrupted

REVIEW.

The Nightless City, by J. E. de BECKER.

Shanghai, Yokohama, and Bremen: Max Nossler & Co. 2nd and revised edition.

This remarkable book is entitled to and will undoubtedly experience more than two editions.

To the properly balanced mind, its presentation should require no excuses, but in deference to social prejudices, the author, maintaining anonymity, wrote an eloquent preface to the first edition, to disarm criticism, or at any rate to avert the misunderstandings and wrong judgments that are always to be expected in such connections. Then, when the value of the work, not only as a collection of data "for students of sociology, medical men, and philanthropists," but also as an invaluable historical record for all interested in sociology, became apparent, the author took courage, and owned the child of his brain. More than that, he contributes a second preface, in which he abandons the quasi-apologetic tone of one under reproach, and himself becomes, with some justice, the accuser. Mrs. Grundy is denounced as an "anonymous person" of "mawkish sensibility" to whom "he neither owes nor offers an apology." The students present, able to face sanely all the facts of life, pleasant or otherwise, and disinterested in the stupid notion which professes purity with the fig-leaves of paraphernalia always more pornographic than anything else imaginable, will mildly wonder at the necessity for such prefaces. Doubtless it was wise of the author to free this social hypocrisy as boldly as he has faced the formidable task whose able execution is made evident in the handsome volume under review. Much is possible in a book like this that in the present disordered state of public opinion, would not be forgiven in a newspaper, and we cannot, therefore, discuss Mr. de Becker's opening arguments. In the position of publicly recommending the study of this book to all interested in sociology, in Japan, and in Far Eastern folkways, we may be justified in asking the praiseworthy, which is the more likely to do mischief: serious books which deal faithfully with the sordid as well as with the romantic side of the subject; or those purely romantic productions which find so warm a welcome in modern homes, and which carry the imagination of the inexperienced and impressionable reader as close as Mrs. Grundy allows to a point where ignorance is neither bliss nor virtue, and its continuance liable to result in irreparable mischief? We do not attach much value to the saying, "To the pure all things are pure," because society, with the best intentions, has permitted itself to go grievously astray with its definitions. By vulgar consent, that which is intrinsically pure is dubbed impure; and that which is positively immoral in its tendency and effect is complacently accepted as a concession to decency and public order. Until the advent of Mrs. Grundy from Europe, the Japanese were untainted by the unhealthy consciousness which Holy Writ itself marked as the first symptom of a fall from Edenic purity of thought and conduct. The Japanese policeman who sternly ordered a foreign lady to supply some covering for her baby girl's arms when out walking with her in the heat of summer, was a missionary product, Japan, by no means sinless, had gained a gratuitous sin of which it was before unconscious. It would please us to think that the "anonymous persons" referred to by Mr. de Becker might ponder these things, and thereby come to a sense of all that was implied when certain other anonymous persons were bidden, with a proviso, to "cast the first stone." But as that is too much to hope for, we have no heart to go further; nor to point out that Japan has been for ages, without missionary counsel, striving to cure herself, or at least to mitigate what some sociologists regard as an incurable cancer. This book, very considerably revised and added to, tells all about that; so ably, so interestingly, so convincingly, that there can be no two opinions as to its merits as a contribution to a study of serious moment. We sympathise with the author's depreciation of the foreign gibberish which chatter about "the immorality of Japanese"; but we do not like the advice he thereon (in the first preface) gave. Rather we would ask them to ask, "what is impurity." Fairly considered and answered, and given some knowledge of the Japanese, it would be instantly admitted—not that other peoples have no "monopoly of virtue"—but that the Japanese have no monopoly of vice, nor indeed, any disproportionate share of it. If they have all-round historians as careful generally as Mr. de Becker has shown himself in this particular, posterity will one day remember them, we prophesy, as a singularly virtuous people.

Of the new edition as a production, we have to say that it is a very creditable one; but in our opinion the plates have fallen short of the charm and delicacy of those in the first edition. In the coloured plates more especially, there is a distinct falling off. Otherwise, the paper and type are an improvement. We might also add that while the binding is thoroughly ornate and characteristic, it was perhaps unnecessary to give such a work the gorgeous exterior of a drawing-room-table-book, or presentation volume. (This is hypercriticism; and the impression of the moment. It should perhaps also be mentioned that would be readers, who do not know any Japanese, will find a good dictionary almost indispensable to the proper study of the work.

Our general public imagines discoveries are a sort of inspiration that comes when professors are running to catch trains.—H. G. Wells in *The Daily Mail*.

THE "SHELL" TRANSPORT AND TRADING COMPANY, LIMITED.

Messrs. Arnold, Karberg & Co., the general agents for Hongkong and China, kindly supply us with the full profit, and statement of accounts to 31st December, 1904. It says:—The Asiatic Petroleum Co.'s accounts for the same period have just been received. The differences between the actual results and the estimated ones for 1904 are now adjusted in the company's books.

Including the amount brought forward from 1903, there stands to the credit of profit and loss £224,075 7s. 1d.

After deduction of Management Expenses (including Office Rent, Salaries and Expenses), and Directors' and Auditors' Fees, £22,150 Income Tax, £8,044 0s. 11d., the sum of £193,881 19s. 11d., as a provision for Depreciation on Steamers, Installations, &c., writing £10,000 from the Cost and Expenses of Preference Share Issue, and writing £3,713 3s. 5d. from American expenses, the balance of profit and loss to be carried forward to the balance sheet is £207,815 17s.

After providing for the preference dividend and for the dividend on the ordinary shares of 5 per cent. per annum paid on the 1st January of this year (which together absorbed £150,000), there remains to be carried forward the sum of £107,815 17s.

The Chairman and Directors regret the cost of establishing their foothold on the European markets owing to the ruthless competition they have had to meet, but have thereby secured a position which should have substantial results in the future.

The accounts of the Nederlandse-Indische Industrie en Handel Maatschappij are now in order, and the Balance-Sheet as rendered to the shareholders is certified by Messrs. Turquand, Youngs & Co.

The production of the Borneo Fields continues most satisfactory. Shipments to date this year, as compared with the similar periods of 1904 and 1903, are approximately as follows:—

	1905.	1904.	1903.
Kerosene	106,501	59,243	12,583
Liquid Fuel	125,811	113,729	91,891
Benzine, Crude Oil and Sundries	34,599	16,829	817

The weekly production of kerosene for the last 5 weeks has averaged 3,980 tons per week.

The Chairman and Directors record with deep regret the deaths, in November, of their valued colleagues Mr. Isaac Henderson and Mr. A. R. Range.

Mr. Philip Arnold resigned his directorship on the 3rd October, owing to his proceeding on a prolonged visit to the Far East; and the Board have appointed Mr. Harry Edward Arnold to fill the vacancy.

The retiring directors, Mr. S. Samuel, Mr. W. F. Mitchell and Mr. R. J. Black (all of whom being eligible) offer themselves for re-election. The appointment of Mr. H. E. Arnold also requires confirmation.

The Auditors, Messrs. Turquand, Youngs & Co., retire under Art. 100 of the articles of association, and are eligible for re-election.

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING 31ST DECEMBER, 1904.

To management (covering office rent, salaries and expenses), directors' and auditors' fees	£22,150 0 0
To balance of income tax (years 1903 and 1904)	8,044 0 11
To provision for depreciation of steamers, with £20,000 in respect of installations, &c., and £500 15s. 6d. of special extensions	103,021 19 11
To amount written off, costs and expenses of the issue of preference shares	10,000 0 0
To amount written off, American expenses	3,713 3 5
To cost of working European oil business, including provision for results of the trading to 30th April, 1905	112,685 5 10
To London Oil Development Co. (cost of investment written off)	6,825 0 0
To balance carried to balance sheet 25th July, 1905	257,815 17 0
	£224,075 7 1

By balance from year 1903 £158,852 18s. 9d., less dividend paid last Jan. 1904, £100,000 £ 58,852 18 9

By net profits for the year 1904, including chartered and other freights, rents of installations, interest and dividends receivable from the Nederlandse-Indische Petroleum Company, the E. P. A. G., and the Asiatic Petroleum Company, also further profits from the last named on account of the year 1903 previously estimated

465,222 8 4

£224,075 7 1

BALANCE SHEET AT 31ST DECEMBER, 1904.

To Capital Authorized and Paid up:—	
100,000 Preference Shares of £10 each	1,000,000 0 0
2,000,000 Ordinary Shares of £1 each	2,000,000 0 0
	3,000,000 0 0

To Creditors:—

Bills payable 34,656 10 10

On Current Accounts 183,905 3 4

Unmatured Liabilities and Charges upon Steamers and Installations, &c. 607,582 14 10

826,146 9 0

To drafts current against shipments 27,241 11 10

To Dividend accrued to date on Preference Shares (payable 1st April, 1905) 12,500 0 0

To Insurance fund 4,144 14 5

LONG. HING & CO. IMPORTERS OF HIGH CLASS CAMERAS, NO. 17, QUEEN'S ROAD.

N. & G. SPECIAL B. & PLATE CAMERA, fitted with ZEISS "PROTAR" Lens, Yellow Screen, and Leather Case	\$300.00
N. & G. "NYDIA" POCKET CAMERA, 1 PLATE, fitted with ROSS Homocentric Lens and Leather Case	135.00
ROSS FOCAL PLANE CAMERA 1 PLATE, with 3 Dark Slides and Leather Case	140.00
No. 3A. FOLDING POCKET KODAK, with B. & L. PLATINUM LENS	150.00
" 4 SCREEN FOCUS " " GOERZ Lens	140.00
" 4 CARTRIDGE " " " "	135.00
" 3A. FOLDING POCKET " " " "	120.00

THE BURLINGTON.

2, PEDDER STREET, OPPOSITE THE HONGKONG HOTEL.

JUST UNPACKED.

NEW MILLINERY GOODS FOR THE SEASON.

SMART READY-MADE COSTUMES.

FLOWERS, FOLIAGE, GLOVES AND MOTOR CAPS.

HIGH-CLASS DRESSMAKING, MODE DE PARIS.

By our French Dressmaker, whose work has often been eulogised by French Journals.

Hongkong, 14th December, 1905.

[37]

To reserve fund:—

Amount as shown in balance sheet at 31st December 1904

400,000 0 0

To profit and loss account:—

Balance brought forward

257,815 17 0

Deduct preference dividend for one year to 31st Dec, 1904

50,000 0 0

207,815 17 0

Dividend on ordinary shares paid 1st Jan. 1905

100,000 0 0

Carried forward 107,815 17 0

£207,815 17 0

44,477,848 12 3

ASSETS.

By property of the Company, viz.—Steamships, freights, buildings, wharves, storage works, plant and installations, &c.

Amount as per balance sheet at 31st Dec, 1904

£3,048,623 11 0

Deduct proceeds of sale of installations and extensions exp. in 1904 on extension of installations and on steamers

33,104 9 8

£3,015,519 1 0

Deduct provision for depreciation of steamers and in respect of installations, &c., viz.—

Amount at 31st Dec, 1903

394,320 11 1

Amount added this year

102,071 4 5

Amount added this year a/c Special Extension

850 15 6

£497,242 11 0

By advances to the Nederlandse-Indische Industrie en Handel Maatschappij, represented by an "Under-taking" to issue 5 per cent. bonds

840,000 0 0

By Debtors on Current account (including certified estimates of amounts recoverable under Marine Policies)

57,786 5 4

By account with the Nederlandse-Indische Industrie en Handel Maatschappij

69,772 11 10

By unexpired marine insurance premiums

44,460 16 2

By stocks of petroleum oil and liquid fuel afloat and in stores at cost, freight, and insurance

31,363 15 8

By sundry stocks

7,593 8 8

By balance of cost and expenses of the issue of preference shares (less £20,000 written off to date)

29,109 18 1

By American expenses as per balance sheet of 1903

7,085 19 7

Add expenditure in 1904

627 3 10

Less written off this year to profit and loss account

3,713 3 5

4,000 0 0

By shares in the Petroleum Products Action Gesellschaft (marks 3,000,000) at cost

161,025 14 2

By shares in the Nederlandse-Indische Industrie en Handel Maatsch

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matters to THE MANAGER.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until discontinued.

Telegraphic Address: Press, Colles, A.B.O., 5th-Ed. Lieber's

P.O. 112, 33, Telephone No. 12

NEW ADVERTISEMENTS

IM HONGKONG Handelsregister ist zu der Firma LAUTS, WEGENER & Co., eingetragenen worden.

Die Firma ist auf ihren Antrag hin am 31.12.1905 gelöscht worden.

Canton, den 3. Januar 1906.

KAISERLICH DEUTSCHES KONSULAT.

WANTED.

COMPOSITORS Wanted for Singapore, must be thoroughly conversant with the KELLY & WALSH, LD. Hongkong, 6th January, 1906. 169

TO LET.

IMMEDIATE POSSESSION.

TWO ROOMS, suitable for Office, lately occupied by Messrs SLADE & FRANKS, Barriers at Law. Easy access through one another. Rent moderate.

Apply to—

N. MODY & CO.,
54 & 56, Queen's Road Central.
Hongkong, 6th January, 1906. 162

HONGKONG JOCKEY CLUB.

NOTICE.

MEMBERS are hereby notified that all Nominations for the HONGKONG DERBY 1906 MEETING will CLOSE TONIGHT, and must be sent under cover to the undersigned at the HONGKONG CLUB HOUSE.

By Order,

T. F. HOUGH,
Clerk of the Course.
Hongkong, 6th January, 1906. 163

CHINA PROVIDENT LOAN AND MORTGAGE COMPANY, LIMITED.

THE NINTH ORDINARY ANNUAL MEETING of Shareholders in the Company will be held at the OFFICES of the Company, St. George's Building, No. 6, Connaught Road, on SATURDAY, 20th JANUARY, 1906, at 11 a.m. for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1905, declaring a Dividend and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED on WEDNESDAY, the 17th January, 1906, both days inclusive.

SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 6th January, 1906. 164

FOR SHANGHAI YOKOHAMA AND KOBE.

THE Steamship

"RHENANIA,"

Captain Forck, will be despatched for the above Ports TONIGHT, the 6th inst., at 4 p.m.

The Steamship has splendid accommodation for passengers and carries a duly qualified doctor and stewardess.

HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 6th January, 1906. 168

THE STEAMSHIP

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HAMBURG-AMERIKA LINIE,
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Hongkong, 6th January, 1906. 168

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Hongkong, 6th January, 1906. 168

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HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 6th January, 1906. 168

AUCTIONS

[BY ORDER OF THE MORTGAGEE].
PARTICULARS AND CONDITIONS OF SALE

VALUABLE LEASEHOLD PROPERTY, Known as "THE METROPOLITAN HOTEL," to be sold by PUBLIC AUCTION, On THURSDAY, the 11th day of January, 1906, at 3 p.m., at his SALE ROOM, by Mr. GEO. P. LAMBERT, Auctioneer.

BEING all that piece or parcel of ground situate at Shaukiwan Road, Victoria, Hongkong, containing an area of 297,000 square feet and known and registered in the Land Office as Inland Lot No. 1705. The said premises are held for the term of 999 years granted by a Crown Lease dated the 1st day of February, 1904, subject to the payment of the Annual Crown Rent of \$478 and to the performance of the Lessee's covenants in the said Crown Lease reserved and contained.

For further particulars and conditions of sale apply to

F. X. DALMADA & CASTRO,
Vendor's Solicitor,
or to
Mr. GEO. P. LAMBERT,
Auctioneer,
Hongkong, 30th December, 1905. 111

[BY ORDER OF THE MORTGAGEE].

PUBLIC AUCTION.

MESSRS. HUGHES & HOUGH have received instructions to sell by Public Auction

On MONDAY, the 13th day of January, 1906, at 3 p.m., at their Sales Rooms, the following

VALUABLE LEASEHOLD PROPERTY situate at Victoria, in the Colony of Hongkong, viz—

ALL THAT piece or parcel of ground situate at Victoria, aforesaid, and registered in the Land Office as SECTION A of MARINE LOT No. 10A, containing by superficial measurement 2,800 square feet and having a frontage to Queen's Road Central of 30 feet and 6 inches and a depth of 80 feet. On this Section stand the very valuable house and premises known as No. 35 Queen's Road Central. All the said premises are held for the residue of a term of 984 years granted by a Crown Lease of MARINE LOT No. 10A and which Lease is dated 16th April, 1859. For further particulars and conditions of sale apply to

JOHNSON, STOKES & MASTER,
Solicitors for the Mortgagee,
or to
Messrs. HUGHES & HOUGH,
Government Auctioneers.
Hongkong, 1st January, 1906. 126

INTIMATIONS.

ST. GEORGE'S BALL.

SUBSCRIBERS to ST. GEORGE'S BALL are requested to forward their Subscriptions to the undersigned not later than the 15th inst.

W. C. D. TURNER,
Hon. Treasurer,
Care of H. & S. BANK.
Hongkong, 5th January, 1906. 132

BEKANNTMACHUNG.

Die amtlichen Veröffentlichungen des Kaiserlich Deutschen Konsulats zu Canton werden wachsend das Fabrik 1906 durch den "GERMANISCHEN LLOYD" und die "HONGKONG DAILY PRESS" erfolgen.

Canton, den 31. Dezember 1905.

KAISERLICH DEUTSCHES KONSULAT.

HONGKONG JOCKEY CLUB.

NOTICE.

THE 1906 RACE MEETING will be held on MONDAY, 12th FEBRUARY, and TWO FOLLOWING DAYS, not on the 1st, 2nd and 3rd March, as previously arranged for.

ENTRIES WILL CLOSE ON SATURDAY, 20th JANUARY NEXT.

In all other respects the programme as issued will stand.

By Order,

T. F. HOUGH,
Clerk of the Course.
Hongkong, 4th January, 1906. 147

THEATRE ROYAL, CITY HALL.

HONGKONG AMATEUR DRAMATIC CLUB.

"THE NEW BOY,"

A FARUCIAL PLAY IN THREE ACTS.

By ARTHUR LAW,

will be produced on

FRIDAY, 12th January, 1906.

SATURDAY, 13th

MONDAY, 15th

PRICES ... \$3, \$2 and \$1.

Sailors and Soldiers in uniform Half-price to Pit Stalls and Pit.

Booking Office at ROBINSON PIANO CO.

Open on and after MONDAY, 8th January, from 10 A.M. to 4 P.M. each day.

M. S. NORTHCOLE,
Business Manager.
Hongkong, 4th January, 1906. 143

WEI-HAI-WEI SCHOOL.

EDUCATION for the Sons of Europeans

under qualified and experienced Masters. MAGNIFICENT CLIMATE. NEW SCHOOL HOUSE in an excellent position by the sea. RECREATIONS—Cricket, Football, Sea Bathing, Boating, etc.

School RE-OPENING February 6th.

HERBERT L. BEER, L.C.P.,
Head Master.
Hongkong, 15th December 1905. 2832

LESSONS IN FRENCH.

NEW and easy method of learning French in a few months, mainly by conversation with a Frenchman. Terms very moderate.

Also Lessons in English by an English Lady, B. R.
Care of Office of this Paper.
Hongkong, 16th August, 1905. 2705

MAP OF THE SIKIANG or WEST RIVER

From Hongkong to Wuchow, Showing the Ports and Calling Places. Opened to Foreign Trade, 1897. Published at Daily Press Office. Price 25 Cents Cash. Hongkong, 1st April, 1897.

NOTICES OF FIRMS

NOTICE.

MR. CHATER PAUL CHATER was admitted a Partner in our Firm on the 1st inst.

VERNON & SMYTH,
Hongkong, 3rd January, 1906. 132

WE beg to give Notice that we will RESUME BUSINESS at No. 29 & 31, DES VUEX ROAD CENTRAL on the 10th January.

CHEONG LEE & Co.,
Furniture Dealers.
Hongkong, 1st January, 1906. 127

THE EQUITABLE LIFE ASSURANCE SOCIETY OF THE UNITED STATES.

I HAVE this day APPOINTED Messrs. SHEWAN, TOMES & CO. GENERAL MANAGERS for Hongkong for the above Society, in the place of Mr. F. KIENE, whose engagement has been terminated.

J. T. HAMILTON,
General Manager for the East.
Hongkong, 15th November, 1905. 92

OCEAN ACCIDENT AND GUARANTEE CORPORATION, LTD.

HEAD OFFICE: MOORGATE STREET, LONDON

I HAVE this day APPOINTED Messrs. SHEWAN, TOMES & CO. AGENTS for the above Corporation, in place of Mr. F. KIENE, whose engagement has been terminated.

J. T. HAMILTON,
Manager for the East.
Hongkong, 15th November, 1905. 93

REMOVAL.

WE have this day REMOVED our office to KING'S BUILDINGS (3rd Floor, West Side).

MACDONALD & Co.,
Hongkong, 1st January, 1906. 121

NOTICE OF REMOVAL.

THE Office of Mr. A. R. MARTY has this day been REMOVED to No. 14, DES VUEX ROAD, opposite Messrs. W. POWELL & Co.'s premises; entrance from side-lane. Hongkong, 1st January, 1906. 122

INSURANCES

"JANUS"

LIFE & ANNUITY INSURANCE CO., HAMBURG.

ESTABLISHED 1848.

ASSETS PER 31ST DECEMBER, 1904, Mk. \$3,400,000—equal to £2,500,000.

THE UNDERSIGNED, having been appointed GENERAL AGENTS of the above Company for Hongkong and China, are prepared to accept LIFE and ANNUITY Insurances, as well as to issue ACCIDENT Policies at the most liberal terms ever offered in the East.

SIEMSEN & CO.,
Hongkong, 1st January, 1906. 155

NORTH BRITISH AND MERCANTILE TILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1914, £17,161,299.

1. AUTHORIZED CAPITAL... £3,000,000

SUBSCRIBED CAPITAL... 2,750,000

PAID-UP CAPITAL... 857,500 0 0

11. FUND... 3,901,289 12 9

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO.,
Agents.
Hongkong, 30th June, 1905. 1537

AACHEN AND MUNICH FIRE INSURANCE CO.

OF AIX-LE-CHATELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO.,
Agents.
Hongkong, 21st April, 1897. 113

LUNION OF PARIS FIRE INSURANCE COMPANY, LIMITED

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to accept Risks against Fire at current rates.

SIEMSEN & CO.,
Hongkong, 1st January, 1904. 2

BOARD AND RESIDENCE

FIRST-CLASS BOARD & RESIDENCE AT "BRAESIDE."

A LARGE AND COMMODIOUS RESIDENCE standing in its own grounds, with Tennis Courts, Good Dining and Reception Rooms, Large Airy and Well Furnished Bedrooms, every home comfort. Fine View of the Harbour; Terms moderate.

Apply to—Mrs. F. W. WATTS,
"Braeside," 20, Macdonnell Road, (late of "Tang Yuen").
Hongkong, 27th June, 1905. 43

BOARD AND RESIDENCE.

MRS. GILLANDERS

"GLENWOOD,"

27, CAINE ROAD.
Hongkong, 20th September 1905. 2165

AT THE PEAK.

BOARD and RESIDENCE in Private House for Two Gentlemen. Terms Moderate.

Apply—A. B. B.,
Care of "Daily Press" Office.
Hongkong, 25th November, 1905. 195

NOTICE TO KOWLOON RESIDENTS

EXTRA COPIES of Daily Press are on sale daily at Mr. H. RUTTON'S, KOWLOON STORE, No. 36, Elgin Road and Mr. AH YAU'S FERRY WHARF STALL.

Hongkong, 22nd December, 1903.

TO LET

TO LET.

THE First-floor of YORK BUILDINGS (Opposite Messrs. GAUFF & Co.) For Office.

Apply—KELLY & WALSH, LD.
Hongkong, 4th September, 1905. 187

TO LET.

NO. 15, KNITSFORD TERRACE KOWLOON.

Apply to—THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.,
Hongkong, 2nd December, 1905. 177

TO LET.

SPACIOUS GODOWN. Central position.

Apply to—X. X. X.,
Care of "Daily Press" Office.
Hongkong, 2nd December, 1905. 108

TO LET.

POSSESSION from 1st February, 1906. No. 6, MOSQUE JUNCTION, a Four-Roomed House known as DORABEE'S GARDENS; commanding a Fine View of the whole Harbour.

Apply by letter to—"E. M. B." Care of "Daily Press" Office.
Hongkong, 1st January, 1906. 123

TO LET.

HOUSES IN AUSTIN AVENUE, Kowloon. Moderate rentals.

Apply to—HUMPHREYS ESTATE & FINANCE CO., LD.
Hongkong, 12th October, 1905. 189

TO LET.

ONE ROOM suitable for Office and One Strong Room, lately occupied by the Taiwan Bank. Rent Moderate.

Apply to—KANG LEE & CO.,
4, Queen's Road Central, (Opposite Connaught Hotel).
Hongkong, 13th December, 1905. 2809

TO LET.

SEVEN EUROPEAN HOUSES, late P. Blackhead & Co. and Shewan, Tomes & Co.'s Offices. Ground Floors and Top Floors with Godowns can be let separately on leases.

Apply to—CHUNG SHUN KOO,
First Floor, No. 10, Queen's Road Central.
Hongkong, 12th July, 1905. 181

TO LET.

SUITABLE for Office, ONE ROOM in Prince's Building.

Apply to—LAUTS, WEGENER & CO.,
Hongkong, 4th March, 1905. 84

TO LET.

NEW "KINGSCLERE" with Stables entrances in both Kennedy and Macdonnell Roads.

For full particulars, apply to—LINDSEY & DAVIS,
Alexandra Buildings, 3rd Floor.
Hongkong, 17th February, 1905. 82

TO LET.

GODOWN, No. 3, NEW PRAYA, Kennedy Town.

Apply to—HONGKONG LAND INVESTMENT AND AGENCY CO., LD.
Hongkong, 28th June, 1905. 178

TO LET.

"THE EYRIE," Peak.

1, DES VUEX VILLAS, Peak.

Nos. 5, 6 & 21, BELLIOS TERRACE.

No. 8, STEWART TERRACE, PEAK; FURNISHED.

No. 13, BEACONSFIELD ARCADE, Top Floor.

BUNGALOW (Furnished), at New Territory, Kowloon, 4 Rooms. Low rental.

2nd FLOOR in Central position, containing Four Large Rooms, Ante-room and Lavatory, &c., with use of Electric Lift. Well suited for Offices.

Apply to—LINDSEY & DAVIS,
3rd Floor, Alexandra Buildings.
Hongkong, 19th December, 1905. 183

TO LET.

NO. 74, CAINE ROAD.

Apply to—COMPRADORE'S DEPARTMENT,
Nippon Yusen Kaisha.
Hongkong, 3rd June, 1905. 180

TO LET.

"TANG YUEN," No. 18, MACDONNELL ROAD, containing 18 Rooms and Bath Rooms; a well laid out Garden and Lawn. Full View of Harbour. Lately occupied as a First-Class Hotel. Part or whole of premises can be let.

Apply to—LUK CHEUK MAN,
No. 81, Queen's Road Central.
Hongkong 12th July, 1905. 186

TO LET.

NO. 1, RIPON TERRACE.

No. 5, CLIFTON GARDENS, Conduit Road.

No. 17, WONG NEI CHONG ROAD. OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE FIER).

GODOWNS; PRAYA EAST. A BUILDING at Causeway Bay, formerly in occupation of the Steam Laundry Co., LD. HOUSES in MORETON TERRACE.

Apply to—THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.
Hongkong, 4th December, 1905.

SHIPPING.

ARRIVALS.
CHONGKANG, British steamer, 5th January, from Canton.
DAKOTA, British str., 1,450, Ross, 4th Jan., from Canton, 10th Jan., Ballast. Standard Oil Co.
HAPROD, British str., 1,276, A. E. Hodgins, 5th Jan., Swatow, 10th Jan., General.
Douglas, Laprak & Co.
HONGKONG, Norwegian str., 2,439, G. Bjerk, 5th Jan., Kuchino 31st Dec., Coal.
Mitsui Bussan Kaisha
KANGAROO, Chinese steamer, 5th January, from Canton.
PACIFIC, Norwegian str., 2,439, G. Bjerk, 5th Jan., Kuchino 31st Dec., Coal.
—A. E. Marty.
RUSSIA, German str., 5,000, Th. Forck, 5th Jan., Singapore 25th Dec., General.
Hamburg-Amerika Linie.

CLEARANCES.
AT THE HARBOR MASTER'S OFFICE.
5th January.
Haining, British str., for Swatow.
Shanghai, British str., for Canton.
Shanghai, British str., for Chongkang.

DEPARTURES.
5th January.
ANARA, British str., for Swatow.
CHONGKANG, British str., for Shanghai.
CHINA, Adri. str., for San Francisco.
HAINAN, British str., for Swatow.
HANYANG, British str., for Wuhu.
HENSEN, German str., for Hainan.
HONGKONG, British str., for Shanghai.
LENGX, British str., for Canton.
LONGKONG, German str., for Canton.
PROGRESS, German str., for Nagasaki.
TIGER, British str., for Palanang.
TYDOR, British str., for London.

SHIPPING REPORT.
The British str. Haining reports: Fresh N.E. monsoon and fine weather.

VESSLS IN DOCK.
5th January.
ABERDEEN DOCKS—
Kowloon Dock—Kaiyong, C. Hardwin, Yachting, H.M.S. Tiger, Hocking, COMPOUNDED DOCK—

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAINAN,"

Captain A. E. Hodgins, will be despatched for the above ports TO-DAY the 6th inst. at 3 P.M.

For Freight or Passage, apply to DOUGLAS LARLAK & CO., General Managers.

Hongkong, 3rd January, 1906. [149]

IMPERIAL GERMAN MAIL LINE.

NORDEUTSCHER LLOYD, BREMEN.

JAPAN-CHINA AUSTRALIA LINE VIA NEW GUINEA.

STEAM FOR

SIMPSONIA, FRIEDRICH-WILHELM, MATTHEW, SYDNEY AND MELBOURNE.

On TUESDAY, the 10th January, at Noon, the Steamship "FRIEDRICH-WILHELM," Captain W. Mattheson, will be despatched for the above ports with Mail, Passengers and Cargo, will leave this port at 10 A.M.

The Steamer has splendid accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

For Further Particulars, apply to NORDEUTSCHER LLOYD, Agents.

Hongkong, 14th December 1905. [188]

FOR KOBE.

THE Steamship

"KOWLOON,"

Captain J. Stehr, will be despatched for the above port on TUESDAY, the 9th inst. at 4 P.M.

For Freight apply to SIEMSEN & CO., Agents.

Hongkong, 4th January, 1906. [149]

FOR SHANGHAI.

Taking Cargo at through rates to SHANGHAI AND CHANGHAI.

THE Steamship

"LOONGMOON,"

Captain P. Kalkofen, will be despatched for the above port on TUESDAY, the 9th inst. at 4 P.M.

This Steamer has superior accommodation for First and Second Class Passengers.

For Freight or Passage, apply to SIEMSEN & CO., Agents.

Hongkong, 3rd January, 1906. [141]

COMPAGNIE DES MESSEGERIES MARITIMES.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"CALEDONIAN,"

Captain Gregory, will be despatched for the above ports on or about TUESDAY, 9th inst.

For Freight or Passage, apply to G. DE CHAMPEAUX, Agent.

Hongkong, 4th January, 1906. [12]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"ARRATON APCAR,"

Captain E. Foy, will be despatched for the above ports on WEDNESDAY, 10th inst., at 3 P.M.

For Freight or Passage, apply to DAVID SASSOON & CO., LD., Agents.

Hongkong, 4th January, 1906. [143]

FOR SAN FRANCISCO.

THE Steamship

"DAKOTA,"

Captain Ross, will be despatched for the above port on TUESDAY, 16th January.

For Freight and further particulars, apply to SHEWAN, TOMES & CO., Agents.

Hongkong, 21st November, 1905. [96]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked K, nearest Hongkong H, midway between Hongkong and Kowloon M, and those vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.	PALEA	Brit. str.	—	G. W. Cockman, R.N.R.	P. & O. S. N. Co.	On 9th inst., at Daylight.
LONDON, &c. VIA UNAL PORTS OF CALL.	DELTA	Brit. str.	—	C. L. Daniel	P. & O. S. N. Co.	On 13th inst., at Noon.
AMSTERDAM, LONDON & ANTWERP	IDONEUS	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 16th inst.
AMSTERDAM, LONDON & ANTWERP	STENTOR	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 30th inst.
AMSTERDAM, LONDON & ANTWERP	SAINT BEDE	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 13th Feb.
AMSTERDAM, LONDON & ANTWERP	ANTENOR	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 27th Feb.
MARSEILLES, &c. VIA PORTS OF CALL.	ERNEST SIMONS	Franch. str.	—	—	MESSAGERIES MARITIMES	On 9th inst., at 1 P.M.
MARSEILLES, LONDON & ANTWERP	GLENTURRET	Brit. str.	—	—	MESSAGERIES MARITIMES	On 16th inst.
MARSEILLES, HAVRE, ANTWERP (DIRECT)	KOVANG ST.	Franch. str.	—	—	MESSAGERIES MARITIMES	About 6th Feb.
BREMEN, VIA PORTS OF CALL	GRUBENAU	Ger. str.	—	—	MELCHERS & CO.	On 17th inst., at Noon.
HAYRE & HAMBURG VIA STRAITS, &c.	AMBRIA	Ger. str.	k.w.	—	HAMBURG-AMERIKA LINIE	On 17th inst.
HAYRE & HAMBURG VIA STRAITS, &c.	BRISSAVIA	Ger. str.	k.w.	—	HAMBURG-AMERIKA LINIE	On 17th inst.
HAYRE & HAMBURG VIA STRAITS, &c.	RHENANIA	Ger. str.	k.w.	—	HAMBURG-AMERIKA LINIE	On 17th inst.
HAYRE & HAMBURG VIA STRAITS, &c.	SPEZIA	Ger. str.	k.w.	—	HAMBURG-AMERIKA LINIE	On 17th inst.
HAYRE & HAMBURG VIA STRAITS, &c.	SAMBIA	Ger. str.	k.w.	—	HAMBURG-AMERIKA LINIE	On 17th inst.
ODessa DIRECT	ANDALUSIA	Aus. str.	k.w.	—	HAMBURG-AMERIKA LINIE	About 12th inst.
TRIESTE, &c. VIA SINGAPORE, &c.	PALEA	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 24th inst., P.M.
GENOA, MARSEILLES & LIVERPOOL	PALEA	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 24th inst.
NEW YORK VIA PORTS & SUEZ CANAL	ATHOLL	Brit. str.	—	—	DODWELL & CO., LD.	About 12th inst.
NEW YORK VIA PORTS & SUEZ CANAL	Hudson	Brit. str.	—	—	STANDARD OIL CO.	About 15th inst.
VANCOUVER, VIA SHANGHAI JAPAN, &c.	EMERSON OF CHINA	Brit. str.	2 m.	—	CANADIAN PACIFIC R. CO.	On 10th inst.
VANCOUVER, VIA SHANGHAI JAPAN, &c.	ATHENIAN	Brit. str.	1 m.	—	CANADIAN PACIFIC R. CO.	On 24th inst.
VICTORIA (B.C.) & TACOMA VIA JAPAN	SHAWMUT	Am. str.	—	E. V. Roberts	DODWELL & CO., LIMITED.	On 24th inst.
VICTORIA (B.C.) SEATTLE, &c. VIA JAPAN	NIRGOW	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 27th inst.
SEATTLE VIA SHANGHAI & JAPAN	DAKOTA	Am. str.	—	—	NIPPON YUSEN KAISHA	To-morrow, at Noon.
PORTLAND, OREGON VIA SHANGHAI, &c.	DAKOTA	Am. str.	—	—	PORELAN & ASIATIC S.S. CO.	On 16th inst.
SAN FRANCISCO	PRINZ WALDEMAR	Ger. str.	—	—	SHEWAN, TOMES & CO.	On 9th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	CHINGTO	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 16th inst.
AUSTRALIAN PORTS VIA MANILA	EMPIRE	Brit. str.	—	—	GIBB, LIVINGSTON & CO.	On 24th inst., at Noon.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	SUMATRA	Brit. str.	—	—	P. & O. S. N. Co.	About 7th inst.
YOKOHAMA & KOBE	TAIYUAN	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 9th inst.
KOBE	KOWLOON	Ger. str.	—	—	SIEMSEN & CO.	On 9th inst., at 4 P.M.
SHANGHAI, YOKOHAMA & KOBE	RHENANIA	Ger. str.	k.w.	—	HAMBURG-AMERIKA LINIE	To-day, at 3 P.M.
SHANGHAI	CHONGKANG	Brit. str.	—	—	SIEMSEN & CO.	On 9th inst., at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA	LOONGMOON	Brit. str.	—	—	MESSAGERIES MARITIMES	About 8th inst.
SHANGHAI VIA SWATOW, AMOY & FOCHOW	TRIUMPH	Ger. str.	1 m.	—	OSAKA SHOSHUN KAISHA	On 11th inst., at 10 A.M.
SHANGHAI VIA SWATOW, AMOY & FOCHOW	HANGSANG	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 11th inst., at 4 P.M.
SHANGHAI	ARCADIA	Brit. str.	—	—	P. & O. S. N. Co.	On 13th inst.
SHANGHAI VIA SWATOW, AMOY & FOCHOW	ANPING MARU	Jap. str.	1 m.	—	OSAKA SHOSHUN KAISHA	On 25th inst., at 10 A.M.
SHANGHAI	YOHOW	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	To-day.
TAMU, VIA SWATOW & AMOY	DAIGI MARU	Jap. str.	—	—	OSAKA SHOSHUN KAISHA	To-morrow, at 10 A.M.
TAMU, VIA SWATOW & AMOY	DAIGI MARU	Jap. str.	—	—	OSAKA SHOSHUN KAISHA	On 14th inst., at 10 A.M.
ANPING VIA SWATOW & AMOY	FRITCHIE	Ger. str.	—	—	OSAKA SHOSHUN KAISHA	About 15th inst., at 10 A.M.
SWATOW, AMOY & FOCHOW	HAINAN	Brit. str.	2 h.	—	DODWELL & CO., LTD.	To-day, at 3 P.M.
MANILA	RUBI	Brit. str.	—	—	JARDINE, MATHESON & CO.	To-day, at Noon.
MANILA	TAMING	Brit. str.	—	—	SHEWAN, TOMES & CO.	To-day, at Noon.
MANILA	LOONGSANG	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 8th inst.
MANILA	ZAFIRO	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 12th inst., at 4 P.M.
CEBU & ILILO	KALIFONG	Brit. str.	1 m.	—	SHEWAN, TOMES & CO.	On 13th inst., at Noon.
ZAMBOANGA, JOLO, SANDAKAN, &c.	ROBNO	Ger. str.	—	—	BUTTERFIELD & SWIRE	On 11th inst.
SAMARANG & SOURABAYA	PAUSANG	Brit. str.	—	—	MELCHERS & CO.	Quick despatch.
SINGAPORE, PENANG & CALCUTTA	NAMANG	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 16th inst., at 3 P.M.
SINGAPORE, PENANG & CALCUTTA	ARRATON APCAR	Brit. str.	—	—	JARDINE, MATHESON & CO.	To-day, at 3 P.M.
SINGAPORE, PENANG & CALCUTTA	KUTSANG	Brit. str.	—	—	DAVID SASSOON & CO., LD.	On 16th inst., at 3 P.M.
BOMBAY VIA SINGAPORE & PENANG	OSCHIA	Ital. str.	—	—	JARDINE, MATHESON & CO.	On 13th inst., at Noon.
BATAVIA, CHERIBON, SAMARANG, &c.	TRIMANT	Dut. str.	—	—	CARLOWITZ & CO.	About 12th inst.

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION)

FOR
• MANILA "YUENSANG" ... Saturday, 6th Jan., 3 P.M.
• SINGAPORE, PENANG & CALCUTTA "NAMANG" ... Saturday, 6th Jan., 3 P.M.
• SHANGHAI "CHOYSANG" ... Saturday, 6th Jan., 3 P.M.
• SHANGHAI "HANGSANG" ... Thursday, 11th Jan., 4 P.M.
• MANILA "LOONGSANG" ... Friday, 12th Jan., 4 P.M.
• SINGAPORE, PENANG & CALCUTTA "KUTSANG" ... Tuesday, 18th Jan., 3 P.M.
• SAMARANG & SOURABAYA "FAUSANG" ... Tuesday, 18th Jan., 3 P.M.
* These steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.
† Taking Cargo on Through Bills of Lading to Chooee and Yungtze Ports.
For Freight or Passage, apply to JARDINE, MATHESON & CO., GENERAL MANAGERS. 18
Hongkong, 6th January, 1906.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF 12 Days Across the Pacific to the "EMPERESS LINE." Saving 3 to 7 days' Ocean Travel.

12 DAYS YOKOHAMA, to VANCOUVER. 21 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).

LEAVE HONGKONG ARRIVE VANCOUVER

R.M.S. "EMPERESS OF CHINA" 6,000 tons ... WEDNESDAY, 10th Jan. ... 31st Jan.

"ATHENIAN" 3,852 " ... WEDNESDAY, 24th Jan. ... 17th Feb.

"EMPERESS OF INDIA" 6,000 " ... WEDNESDAY, 7th Feb. ... 24th Feb.

"TARTAR" 4,425 " ... WEDNESDAY, 21st Feb. ... 17th Mar.

"EMPERESS OF JAPAN" 6,000 " ... WEDNESDAY, 7th Mar. ... 24th Mar.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the Company's PALATIAL OVERLAND TRAINS, DAILY from the PACIFIC to the ATLANTIC WITHOUT CHANGE.

Hongkong to London, 1st Class ... via St. Lawrence 200; via New York 202.

Intermediate on Steamers ... £40, ... £42.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" passengers only at intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (first class only) granted to Missionaries, members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese or Japanese Governments.

For further information, Maps, Routes, Handbooks, Rates of Passage and Freight, apply to D. E. BROWN, General Agent, Corner Pedder Street and Praya, opposite Blake Pier

GREAT NORTHERN STEAMSHIP COMPANY

FOR SEATTLE, VIA SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA (PASSING THROUGH THE INLAND SEA OF JAPAN).

THE MAGNIFICENT NEW TWIN-SCREW STEAMERS,

"MINNESOTA" AND "DAKOTA"

(EACH TONS 20,718 GROSS REG.)

Will be despatched from HONGKONG as follows:

"DAKOTA," Captain E. FRANCKE, On SATURDAY, 27th JANUARY, 1906.

"MINNESOTA," Captain J. H. RINDER, About FRIDAY, 16th MARCH, 1906.

Conveying Cargo to the Pacific Coast, United States, and Canadian Overland Common Points also Passengers to the United States, Europe, &c.

These Steamers are luxuriously fitted with spacious SUITES and STATEROOMS, equipped with CIRCULATING LIBRARY, MUSIC, SMOKING ROOMS, BARBER SHOP, NURSERY, STEAM LAUNDRY, &c.

Special provision is made for the safe transit of SILK, TREASURE, and Valuable Cargo, and PARCELS carried at low rates to all points of U.S.A. in connection with the Great Northern and Northern Pacific Express Companies.

Trans-Pacific Cabin Passengers by this line can, if desired, TRAVEL BY RAIL between the ports of Nagasaki, Kobe and Yokohama WITHOUT EXTRA CHARGE. Also FIRST-CLASS RETURN TICKETS to Shanghai and Japan Ports are available for return by the steamers of the REGULAR MAIL LINES.

For Freight or Passage, apply to NIPPON YUSEN KAISHA, AGENTS.

Hongkong, 20th December, 1905. [20]

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light Period Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN.	FOR	SAILING DATE.
RUBI	2540	R. Almond	Manila	On 6th Jan., Noon.
ZAFIRO	2540	R. Rodger	Manila	On 13th Jan., Noon.

For Freight or Passage apply to SHEWAN, TOMES & CO., GENERAL MANAGERS.

Hongkong, 1st January, 1906. [15]

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST).

SS. For freight and further information apply to SHEWAN TOMES & CO., GENERAL AGENTS

Hongkong, 11th December, 1905. [19]

HAMBURG-AMERIKA LINIE. OSTASIATISCHER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

AMBRIA HAYRE & HAMBURG ... On 17th Jan. Freight.

BISGAVIA HAYRE & HAMBURG ... On 24th Jan. Freight.

RHEINANIA HAYRE & HAMBURG ... On 10th Feb. Freight & Passengers.

Capt. Forck ... (Calling at Singapore, Penang and Colombo) ... On 10th Feb. Freight & Passengers.

SPEZIA HAYRE & HAMBURG ... On 21st Feb. Freight.

Capt. Porzelius ... (Calling at Singapore, Penang and Colombo) ... On 21st Feb. Freight.

SAMBIA HAYRE & HAMBURG ... On 12th Mar. Freight.

Capt. Ehlers ... (Calling at Singapore, Penang and Colombo) ... On 12th Mar. Freight.

ANDALUSIA ODESSA DIRECT ... About 12th Jan. Freight.

Capt. Filler ... (Calling at Singapore and Colombo) ... Jan. Freight.

* Special attention of intending Passengers is drawn to the splendid accommodation of this steamer. Saloon and cabins amidships. Lighted throughout by electricity. Duty qualified doctor and stewardess are carried.

For Further Particulars apply to HAMBURG-AMERIKA LINIE HONGKONG OFFICE, King's BUILDING.

OCEAN STEAMSHIP COMPANY, LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD.

JOINT SERVICES.
FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL	"SAINT BEDE"	On 11th January.
GLASGOW and LIVERPOOL	"ANTENOR"	On 16th January.
GLASGOW and LIVERPOOL	"OOPACK"	On 23rd January.
GLASGOW and LIVERPOOL	"NINGCHOW"	On 24th January.
GLASGOW and LIVERPOOL	"ACHILLES"	On 30th January.
GLASGOW and LIVERPOOL	"PELEUS"	On 6th February.
GLASGOW and LIVERPOOL	"ALCINOUS"	On 13th February.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON and ANTWERP	"IDOMENEUS"	On 16th January.
GENOA, MARSEILLES and LIVERPOOL	"TAKLING"	On 16th January.
AMSTERDAM, LONDON and ANTWERP	"STENTOR"	On 30th January.
AMSTERDAM, LONDON and ANTWERP	"SAINT BEDE"	On 13th February.
GENOA, MARSEILLES and LIVERPOOL	"PATROCLUS"	On 20th February.
AMSTERDAM, LONDON and ANTWERP	"ANTENOR"	On 27th February.

TRANS-PACIFIC SERVICE.

Operating in conjunction with
THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND
COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.
EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKO.	"NINGCHOW"	On 24th January.
HAWAII	"TAKLING"	On 30th January.

FROM	STEAMERS	DATE
TACOMA, SEATTLE, VICTORIA, and PACIFIC COAST	"PINGSUR"	On 24th January.

For Freight, apply to—
BUTTERFIELD & SWIRE,
AGENTS.
Hongkong, 15th December, 1905.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
NINGPO and SHANGHAI	"YOHOW"	On 6th January.
MANILA	"TAMING"	On 9th January.
YOKOHAMA and KOBE	"TAIYUAN"	On 9th January.
CEBU and ILOILO	"KAIFONG"	On 11th January.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAHNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHINGTU"	On 16th January.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
AGENTS.
Hongkong, 6th January, 1906.

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWNSHIP CO.
CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA B.C. AND TACOMA
MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
SHAWMUT	9,666	E. V. Roberts	Saturday, January 27th

† Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND
CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.
The twin screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior
Accommodation for First and Second Class Passengers. The large size of these vessels ensures
steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried
at cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to—

DODWELL & CO., LIMITED,
GENERAL AGENTS.
Queen's Buildings,
Hongkong, 15th December, 1905.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
YOKOHAMA, SHANGHAI, SUMATRA, MOJI and KOBE	"E. W. Bruce"	About 7th January	Freight and Passage.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	"G. W. Cookman, R.N.R."	Daylight, 9th January	Freight only.
LONDON & via USUAL PORTS DELTA	"C. L. Daniel"	Noon, 13th January	See Special of Call.
SHANGHAI	"ARCADIA" A. G. Cabitt, R.N.R."	About 13th January	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 6th January, 1906.

OSAKA SHOSHEN KAISHA.

REGULAR STEAMSHIP SERVICES BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	STEAMERS	DATE
TAMSAI VIA SWATOW AND AMOY	"DAIGI MARU"	SUNDAY, 7th Jan., at 10 A.M.
TAMSAI VIA SWATOW AND AMOY	"DAIJIN MARU"	SUNDAY, 14th Jan., at 10 A.M.
SHANGHAI VIA SWATOW, AMOY AND FOCHOW	"ANPING MARU"	THURSDAY, 25th Jan., at 10 A.M.
SHANGHAI VIA SWATOW, AMOY AND FOCHOW	"TRIUMPH"	THURSDAY, 11th Jan., at 10 A.M.
SHANGHAI VIA SWATOW, AMOY AND FOCHOW	"FRITHJOF"	About MONDAY, 15th Jan., at 10 A.M.

These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with electric light.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's Local Branch Office at No. 8, Des Voeux Road Central.

Hongkong, 4th January, 1906.

T. ARIMA, Manager.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	DATE
GNEISENAU	WEDNESDAY 17th January
ROON	WEDNESDAY 31st January
PREUSSEN	WEDNESDAY 14th February
ZIETEN	WEDNESDAY 28th February
PRINCESS ALICE	WEDNESDAY 14th March
BAVERN	WEDNESDAY 28th March
PRINZ REGENT LUITPOLD	WEDNESDAY 11th April
PRINZ EITEL FRIEDRICH	WEDNESDAY 25th April
SACHSEN	WEDNESDAY 8th May
PRINZ HEINRICH	WEDNESDAY 22nd May
ROON	WEDNESDAY 6th June
PREUSSEN	WEDNESDAY 20th June
ZIETEN	WEDNESDAY 4th July
OLDENBURG	WEDNESDAY 18th July
BAVERN	WEDNESDAY 1st August
PRINZ REGENT LUITPOLD	WEDNESDAY 15th August
PRINZ EITEL FRIEDRICH	WEDNESDAY 29th August

ON WEDNESDAY, the 17th day of JANUARY, 1906, at NOON, the Steamship "GNEISENAU," Captain Boite, with MALES, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 15th January. Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 16th January, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 16th January.

Contents of Packages are required. No Parcel Receipt will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardesses. Linen can be washed on board.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 4th January, 1906.

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON, 1906.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, & C.
THROUGH TICKETS ISSUED TO NEW YORK.

Steamers to	Leave	Connecting Steamers	Due at	Due at
COLOMBO	HONGKONG	from COLOMBO to	MARSEILLES	PLYMOUTH
		MARSEILLES & LONDON	(Brindisi)	(London)
			2 days earlier	1 day later
ARCADIA	7000 Tons, Saturday	BRITANNIA	7000 Tons	Saturday
DELHI	8000 Tons, Feb. 24	MOLDAVIA	10,000 Tons	Mar. 16
DONGOLA	8000 Tons, Mar. 10	MONGOLIA	10,000 Tons	Mar. 24
DELTA	8000 Tons, Mar. 24	MOOLTAN	10,000 Tons	Apr. 7
OCEANA	7000 Tons, April 7	MARMORA	10,000 Tons	Apr. 21
				May 5
ARCADIA	7000 Tons, April 21	VICTORIA	7000 Tons	May 20
DEVANHA	8000 Tons, May 5	HIMALAYA	7000 Tons	May 26
DELHI	8000 Tons, May 19	INDIA	8000 Tons	June 3
				June 17

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said.

Accommodation in the connecting steamer from Colombo is arranged in Hongkong at time of booking.

In addition to the above Mail Steamers the following—

INTERMEDIATE (non-shipment) STEAMERS

WILL LEAVE FOR

LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave HONGKONG	Leave SINGAPORE	Due at LONDON
JAPAN	4500 Tons, Feb. 14	Feb. 23	Mar. 31
SUMATRA	4500 Tons, Feb. 28	Mar. 8	Apr. 14
NUBIA	4500 Tons, Mar. 14	Mar. 23	Apr. 29
JAVA	4500 Tons, Mar. 28	Apr. 6	May 12
FORMOSA	4500 Tons, Apr. 11	Apr. 20	May 26

These Steamers call also at Singapore, Penang, Colombo, and at Malta or Marseilles.

† "SUMATRA" and "NUBIA" call at MARSEILLES.

† "JAPAN," "JAVA" and "FORMOSA" carry only First Saloon Passengers.

For Passage apply to

E. A. HEWETT,
Superintendent.

Hongkong, 6th January, 1906.

REGULAR STEAMSHIP SERVICE TO NEW YORK.
VIA PORTS AND SUEZ CANAL
(WITH LIBERTY TO CALL AT MALABAR COAST PORTS).

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

STEAMERS	DATE
"ATHOLL"	About 12th Jan.
"PATHAN"	23rd Jan.
"ST. GEORGE"	To follow.

For Freight and further information, apply to
DODWELL & CO., LD.,
AGENTS.
Hongkong, 3rd January, 1906.

FOR NEW YORK
VIA PORTS AND SUEZ CANAL
(WITH LIBERTY TO CALL AT MALABAR COAST PORTS).

THE Steamship

"HUDSON,"
Captain J. Burnett, will be despatched as above
on or about the 15th January.

For Freight or other information, apply to
STANDARD OIL COMPANY
OF NEW YORK,
Oriental Freight Department,
Hotel Mansions,
Hongkong, 15th December, 1905.

VESSELS ON THE BERTH

"GLEN" LINE OF STEAMERS.

FOR MARSEILLES, LONDON AND ANTWERP.

THE Steamship

"GLENFURRER,"
Captain R. Webster, will be despatched as above
on or about TUESDAY, the 10th January.
For Freight or Passage, apply to
McGREGOR BROS. & GOW,
Agents.

Hongkong, 25th December, 1905.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EMPIRE,"
Captain Helms, will be despatched for the above
Ports on WEDNESDAY, the 24th inst., at
Noon.

This well-known Steamer is specially fitted for
Passengers, and has a Refrigerating Chamber,
which ensures the supply of Fresh Provisions,
Ice, &c., throughout the voyage.

This Steamer is installed throughout with the
Electric Light.

A Stewardess and a duly qualified Surgeon
are carried.

To assure the additional comfort of
passengers the steamers of the Company have
electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 3rd January, 1906.

COMPAGNIE DES MESSAGERIES MARITIMES.

FORMARSEILLES HAVRE, ANTWERP (DIRECT).

Taking Cargo to LONDON with prompt
transshipment at Marseilles.

Calling at MANILA, SINGAPORE, PENANG
AND COLOMBO.

THE Company's Steamship

"KOUANG-SI,"
Captain Barillon, will be despatched as above
on or about the 6th February, 1906.

This Steamer has accommodation for Passengers
and carries a duly qualified Doctor.

For Freight, Passage and further particulars,
apply to
G. DE CHAMPEAUX,
Agent,
Queen's Building,
Hongkong, 27th December, 1905.

NEW DOCK NOW OPEN.

DOCK No. 3.

Extreme Length... 722 feet
Length on Blocks... 714 "

Width of Entrance on Top... 801 "

Width of Entrance on Bottom... 821 "

Water on Blocks at Spring Tide... 344 "

DOCK No. 1.

Extreme Length... 523 feet

Length on Blocks... 513 "

Width of Entrance on Top... 88 "

Width of Entrance on Bottom... 77 "

Water on Blocks at Spring Tide... 284 "

DOCK No. 2.

Extreme Length... 371 feet

Length on Blocks... 361 "

Width of Entrance on Top... 66 "

Width of Entrance on Bottom... 58 "

Water on Blocks at Spring Tide... 22 "

PATENT SLIP

Suitable for vessels up to 1,000 tons gross.

THE WORKS are well equipped with
LATEST PLANTS AND APPLIANCES to undertake
BUILDING OF
REPAIRING SHIPS, ENGINES, AND
BOILERS; and also ELECTRICAL
WORK.

A LARGE STOCK OF MATERIAL is
always kept on hand.

The COMPANY has the powerful steamer
"OURA-MARU" (712 tons, 700 I.H.P.)
specially built for SALVAGE PURPOSES
equipped with necessary gear, always ready
for service.

1363

DARLINGTON'S HANDBOOKS

"Sir Henry Ponsonby is com-
mended by the Queen to thank Mr.
Darlington for a copy of his Hand-
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"Nothing better could be wished for."
British Weekly.

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Daily Chronicle.

Visitors to London should use
DARLINGTON'S

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AND E. T. COOK, M.A.

ENVIRONS.

NORTH WALES.

DEVON AND CORNWALL.

Visitors to Brighton, Eastbourne, Hastings,
Bournemouth, Wey Valley, Seven Valley,
Bath, Weston-super-mare, Malvern, Hereford,
Worcester, Gloucester, Llandrindod Wells,
Llangollen, Aberystwyth, Towy, Barmouth,
Dolgelly, Harlech, Criccieth, Pwllheli,
Llandudno, Rhyl, Bettws-y-coed, Isle of
Wight, and Channel Islands should send for
DARLINGTON'S HANDBOOKS (1s. each),
1s. THE HOTELS OF THE WORLD
A Handbook to the leading Hotels throughout
the World.

LLANGOLLEN: DARLINGTON & CO.
LONDON: SIMPKIN & CO.

SHIPPING IN PORT.

STEAMERS.

AMIGO, German str., 822, J. Iversen, 3rd
Jan.—Hainlong 31st Dec. and Hallow
2nd Jan. Rice and General.—Jensen & Co.

ARRATON APAR, British str., 2,931, E. Fey,
3rd Jan.—Calcutta, Penang and Singa-
pore 27th Dec. General.—David Sassoon
& Co.

BONNE, German str., 1,344, F. Sambill, 28th
Dec.—Swatow 24th Dec. General,
General.—Molichers & Co.

CATNESS, British str., 2,222, W. Atkinson,
24th Dec.—Newcastle (N.S.W.) 2nd Dec.
Coal.—Order.

CALADON, British str., 2,498, J. G. Soutby,
2nd Jan.—Maji 27th Dec. Coal.—Bradley
& Co.

CHOYSAY, British str., 1,424, Selby, 31st Dec.
—Swatow 24th Dec. General,
General.—Jardine, Matheson & Co.

CHUNANG, British str., 1,178, R. Cox, 3rd
Jan.—Wuhu and Chinkiang 31st Dec.
Rice.—Jardine, Matheson & Co.

DAIGI MARU, Japanese str., 857, Tagami, 4th
January.—Tamsui via Amoy and Swatow
31st Dec. General.—Osaka Shosen Kaisha.

POST OFFICE NOTICES.

The *Caledonian* with the French mail of the 8th December, 1905, left Singapore on Tuesday, the 2nd January, at 11 p.m., and may be expected here on or about Wednesday, the 10th Jan., at daylight. This packet brings replies to letters despatched from Hongkong on 4th November, 1905.

The *Pillar Box* (No. 1) at Victoria Gap Tram Station, will be closed at 8.25 a.m., 12.35 p.m. and 4.25 p.m. instead of 9 a.m. and 1 p.m. on weekdays, and 8.25 a.m. on Sunday instead of 9 a.m.

A Special Collection will be made at 10.25 a.m. to catch the Mail for Europe by English French and German packets.

A Mail for MACAO, is despatched per *S.S. Wingchui* on week-days at 5.00 p.m. On Sunday the mail for Macao is closed at 8.00 a.m.

Mails for CANTON, SAMSHUI and WUCHOW are closed on week-days at 7.30 a.m. and at 5.00 p.m.

Mails for NANTAO, SANDE, KONGMOON, KUMCHUK, SAMSHUI, and WUCHOW are closed every weekday, at 5 p.m. On Sundays the mails are closed at 8 a.m.

*No mails are despatched to these places on Saturday evenings, unless previously notified.

MAILS WILL CLOSE

FOR	PER	DATE.
Manila	Rubi	Saturday, 6th, 11.00 a.m.
Macao	Heungshan	Saturday, 6th, 1.15 p.m.
Singapore, Penang and Calcutta	Nampan	Saturday, 6th, 2.00 p.m.
Shanghai	Choyang	Saturday, 6th, 2.00 p.m.
Swatow, Amoy and Foochow	Yuening	Saturday, 6th, 2.00 p.m.
Manila	Yuening	Saturday, 6th, 2.00 p.m.
Ningpo and Shanghai	Yochow	Saturday, 6th, 3.00 a.m.
Shanghai, Yokohama and Kobe	Rhenania	Saturday, 6th, 3.00 a.m.
Swatow, Amoy and Tamsui	Shantung	Saturday, 6th, 3.00 p.m.
Holchow and Haiphong	Daigi Maru	Saturday, 6th, 5.00 p.m.
Macao	Anigo	Saturday, 6th, 5.00 p.m.
Cebu and Manila	Heungshan	Monday, 8th, 1.15 p.m.
Singapore, Penang and Calcutta	Palma	Monday, 8th, 5.00 p.m.
Herbertshöhe, Malindi, Brisbane, Sydney and Melbourne	Prinz Waldemar	Tuesday, 9th, 10.00 a.m.

EUROPE, &c. India via Taticoria (Late Letters 11.00 to 11.30 a.m. Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

MACAO, Kobe, Shanghai, Yokohama and Kobe

SHANGHAI, NAGASAKI, Kobe, YOKOHAMA, VICTORIA and VANCOUVER (B.C.) (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)

MACAO, Kobe, Shanghai, Yokohama and Kobe

SHANGHAI, NAGASAKI, Kobe, YOKOHAMA, HONGKONG and SAN FRANCISCO (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)

MACAO, Kobe, Shanghai, Yokohama and Kobe

TO-DAY.

Nominations for the Hongkong Derby, 1906 Meeting, close to-day.

COMMERCIAL.

CLOSING QUOTATIONS.

ON LONDON.	5th January.
Telegraphic Transfer	2.05
Bank Bills, on demand	2.05
Bank Bills, at 30 days' sight	2.04
Bank Bills, at 60 days' sight	2.03
Credit, at 4 months' sight	2.02
Documentary Bills, at 4 months' sight	2.01
ON PARIS.	
Bank Bills, on demand	25.7
Credit, at 4 months' sight	26.2
ON GERMANY.	
On demand	20.4
ON NEW YORK.	
Bank Bills, on demand	49
Credit, 60 days' sight	50
ON BOMBAY.	
Telegraphic Transfer	152
Bank, on demand	152
ON CALCUTTA.	
Telegraphic Transfer	152
Bank, on demand	152
ON SHANGHAI.	
Bank, at sight	712
Private, 60 days' sight	72
ON YOKOHAMA.	
On demand	100
ON MANILA.	
On demand	100
ON SINGAPORE.	
On demand	100
ON BATAVIA.	
On demand	100
ON HAITI.	
On demand	100
ON SAIGON.	
On demand	100
ON HONGKONG.	
Bank's Buying Rate	9.5
GOLD LEAF, 100 fine, per tael	51.70
BAR SILVER, per oz.	204

OPIUM.

Quotations are—	Allow'ee net to 1 catty.
Malwa New	\$1020
Malwa Old	\$1050
Malwa Older	\$1100
Malwa V. Old	\$1200
Persian fine quality	\$1150
Persian extra fine	\$1200
Patna New	\$950
Patna Old	\$950
Benares New	\$925
Benares Old	\$910

VESSELS EXPECTED.

THE AMERICAN MAIL.	THE FRENCH MAIL.	THE CANADIAN MAIL.
The O. & O. str. <i>Doric</i> , for Hongkong via Manila, is expected to arrive here on the 10th Jan.	The M.M. str. <i>Caledonia</i> left Singapore on Tuesday, the 2nd Jan. at 11 p.m. for this port via Saigon.	The C.P.R. str. <i>Empress of India</i> left Vancouver on Tuesday, the 28th Dec., a.m., for Hongkong via the usual ports of call.
		MERCHANT STEAMERS.
		The P. & O. str. <i>Sumatra</i> left Singapore for this port on the 30th Dec. at noon.
		The N.G.L. str. <i>Ischia</i> left Singapore for this port on the 28th Dec., a.m., and may be expected here to-day.

JOINT STOCK SHARES.

Hongkong, 4th January.

COMPANY.	PAID UP.	QUOTATIONS.
Alhambra	\$200	\$100, buyers
Bankers		
Hongkong & Shanghai	\$125	\$89.5, London, 433
National B. of China		
A. Shuen	25	38, buyers
Bell's Asbestos Co.	125	95, sellers
China Borneo Co.	112	110, sellers
China Light & P. Co.	110	99, sellers
China Provident	110	99, sales & sellers
Cotton Mills		
Loo	75	75, 14, sellers
Hongkong	75	75, 14, sellers
International	75	75, 14, sellers
Loan Kung Mow	100	75, 14, sellers
Soyaboo	100	75, 14, sellers
Dairy Farm	100	75, 14, sellers
Docks and Wharves		
Faraham, B. & Co.	110	112, 122
H. & K. Wharf & G.	100	105
H. & W. Dock	100	101, 101, sellers
New Amoy Dock	100	101, 101, sellers
S. & H. Wharf	110	110, 121, buyers
Powick & Co. Geo.	25	25
G. Island Cement	10	10, buyers
Hongkong & C. Gas	10	10, buyers
Hongkong Electric	10	10, buyers
Do. New	10	10, buyers
H. M. L. Tramways	100	100
Hongkong Hotel Co.	100	100, buyers
Hongkong Ice Co.	100	100
Hongkong Loan Co.	100	100
H. & K. Waterworks	100	100, sellers
Insurance		
Canton	100	100
China	100	100, buyers
China Traders	100	100, buyers
Hongkong Fire	100	100
North China	100	100, 95
Union	100	100, 95
Yangtze	100	100
Land and Building		
Hongkong Land	100	100, 125, sales
Humphrey's Estate	100	100, 125, buyers
Kowloon Land & B.	100	100, buyers
Kowloon Land	100	100, 120
West Point Building	100	100, sales
Mining		
Charbonnages	100	100
Raub	100	100, 95, buyers
Philippine Co.	100	100
Refineries		
China Sugar	100	100
Luzon Sugar	100	100, buyers
Steamship Companies		
China and Manila	100	100, sales
Douglas Steamship	100	100, buyers
H. Canton & M.	100	100, buyers
Indo-China S.N. Co.	100	100, buyers
Shell Transport Co.	100	100, 100, ex. 1
Do. Preference	100	100, 100
Star Ferry	100	100
Do. New	100	100, sellers
Shanghai & L. Dyeing	100	100
Santa Clara & L.	100	100
Steam Laundry Co.	100	100, sellers
Do.	100	100, buyers
Stores & Dispensaries		
Campbell, M. & Co.	100	100
Powell & Co. Wm.	100	100, sales
Watkins	100	100, sales
Watson & Co. A.S.	100	100
United Asbestos	100	100
Do. Foundries	100	100

VEENON & SMYTH, Brokers.

HONGKONG TIDE TABLE.

From 6th to the 12th January, 1906.

To correct Zone Time add 23 min. and 18 sec.

Day of Month.	High Water.	Low Water.
Day of Month.	Mean Time.	Mean Time.
Sat. 6	10 05	11 45
Sun. 7	10 05	11 45
Mon. 8	10 05	11 45
Tues. 9	10 05	11 45
Wed. 10	10 05	11 45
Thurs. 11	10 05	11 45
Fri. 12	10 05	11 45

"HONGKONG DAILY PRESS" PUBLICATIONS.

DIRECTORY AND CHRONICLE OF THE FAR EAST	\$10.00
DIRECTORY OF PROTESTANT MISSIONARIES IN CHINA, JAPAN AND COREA	0.80
POLITICAL OBSTACLES TO MISSIONARY SUCCESS IN CHINA	0.25
TRADE MARK REGULATIONS IN CHINA	0.25
FROM HONGKONG TO CANTON, BY THE PEARL RIVER—A Book for the Globetrotter, by Capt. C. V. LLOYD, with Maps and Illustrations	1.90
FROM PORTSMOUTH TO PEKING, VIA LADYSMITH, WITH A NAVAL BRIGADE (Crucial of H.M.S. <i>Terrible</i>)	1.00
MOUNTINGS OF NAVAL GUNS and their Subsequent Use with the Ladysmith Relief Column	1.00
WARRIOR EXPLOITS OF THE MERCHANT NAVY, BY J. E. Featherstonhaugh	2.00
DAUGHTER, an Anglo-Chinese Romance, by Chas. J. H. Halcroft	2.00
RATES OF EXCHANGE AT HONGKONG English Mail days 1874 to 1904	2.00
MAP OF WEST RIVER	0.25

FOR EUROPE & AMERICA.

INDIA, AUSTRALIA, &c., and for

PRIVATE RESIDENTS AT THE OUTPOSTS.

A Comprehensive and Complete Record of the

NEWS OF THE FAR EAST

is given in the

HONGKONG WEEKLY PRESS,

with which is incorporated

"THE CHINA OVERLAND TRADE REPORT."

Subscription, paid in advance, 812 per annum

Postage to any part of the World \$2

NOTICES TO CONSIGNEES

FROM HAMBURG, BREMEN, ROTTERDAM, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"ALEXIA."

Captain Luning, having arrived from the above ports, Consignees of Cargo are hereby requested to send their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before To-day. Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th January, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 6th January, at 10 a.m. No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE.

Hongkong Office.

Hongkong, 1st January, 1906. [125]

"INDRA" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM NEW YORK, &c.

THE Company's Steamship

"INDRAMAYO."

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's hazardous and/or extra hazardous Godowns at Kowloon, where each Consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 10th inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

Optional goods will be landed here unless instructions are given to the contrary before Noon, To-day.

JARDINE, MATHESON & CO.

Agents.

Hongkong, 3rd January, 1906. [144]

OCEAN STEAMSHIP COMPANY, LIMITED.

AND

CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"PYRREUS."

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co. Ltd., where in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 4th inst.

Optional cargo will be landed unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 a.m., on the 8th inst.

No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 8th inst., will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 11th inst., or they will not be recognised.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE.

Agents.

Hongkong, 1st January, 1906. [9-10]

OCEAN STEAMSHIP COMPANY, LIMITED.

AND

CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"PATROCLUS."

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co. Ltd., where in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 6th inst.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 a.m., on the 10th inst.

No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 10th inst., will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 13th inst., or they will not be recognised.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE.

Agents.

Hongkong, 3rd January, 1906. [9-10]

NOTICE TO CONSIGNEES.

FROM MANILA.

CONSIGNEES of Cargo are hereby informed that all Goods are to be taken from alongside.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hongkong, 4th January, 1906. [151]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION CO.'S fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to

DOWDALL & CO., LIMITED.

General Agents for China and Japan

Hongkong, 4th August, 1893

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD. AND THE CHINA NAVIGATION CO., LD.

HONGKONG-CANTON LINE.

S.S. "HONAM," 2,363 tons, Captain H. D. Jones.
S.S. "POWAN," 2,338 tons, Captain G. F. Morrison, R.N.R.
S.S. "FATHAN," 2,290 tons, Captain R. D. Thomas.
S.S. "HANKOW," 3,073 tons, Captain C. V. Lloyd.
S.S. "KINSHAN," 1,995 tons, Captain J. J. Lossius.

Departures from Hongkong to Canton daily at 8.30 a.m. (Sunday excepted), 9 p.m. and 10.30 p.m. (Saturday excepted).

Departures from Canton to Hongkong daily at 8.30 a.m., 2 p.m. and 6 p.m. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD.

HONGKONG-MACAO LINE.

S.S. "NEUNGSHAN," 1,988 tons, Captain W. E. Clarke.

Departures from Hongkong to Macao on week-days at 2 p.m. Departures on Sundays at Noon.

Departures from Macao to Hongkong daily at 8 a.m.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 219 tons, Captain T. Hamlin.

This Steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at 8 a.m. and leaves Macao for Canton every Monday, Wednesday and Friday at 7.30 a.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD. AND THE

INDO-CHINA STEAM NAVIGATION CO., LD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 58

A BAKER'S DOZEN OF NAVAL BASES.

Coming to the English Channel "command," we have at one end Dover and at the other Gibraltar, with Portland and Plymouth in between. Portland, like Dover, is merely a temporary proof harbour, the provision of which has led to an expenditure of £250,000, and it will be available for use in war for concentrating a watching force, besides serving as the base of the Channel Fleet in time of peace. Rye is ready to take the place of Portland, and the English Channel, owing to the venue of the English Channel, is particularly well supplied with bases. Portsmouth and Devonport are the principal dockyards of the Navy, and each is proof against torpedo attack and supplied with a variety of docks. New ships for the fleet have been built at Portsmouth, and not less than £1,750,000 is now in course of expenditure at Devonport. This work will be completed in about twelve months, and then the western yard will offer even greater facilities than Portsmouth, which has always been the premier naval port.

Entirely new dockyard has been erected at Gibraltar, which has now become the base of the "pivot" force of the Navy—the Atlantic

BRAVEY AT SEA.

One of the bravest rescues at sea ever performed by a British merchant ship was which took place some months ago, when the *Booth* liner *Augustine* effected the rescue of the greater part of the crew of the *steamer Clementine*. According to the *commander*—the statements in which were subsequently fully verified—which was addressed by the *Booth* *Augustine* Service Guild by sea passengers on board the *Augustine* during heavy storm off Usant, fell in with the *Clementine* flying signals of distress. The wind, at the time, was blowing with hurricane force and there was a tremendous sea running. Thereupon, the *Augustine* was manoeuvred as close as safety would permit to the sinking ship, and the crew of the *Augustine* inaspirable difficulties, a boat was launched in charge of the Chief Officer, Mr. W. Harris, with a volunteer crew and put to the rescue. This boat service was most dangerous character—in fact, none of the passengers expected to see her return. As she got close to the sinking ship, she was pelled to keep away a little to avoid being smashed to pieces against the *Clementine* side, and the crew were appealed to jump

[illegible]

JACK'S BACCY.

To see a bluejacket drawing tobacco on board ship means that he is more than eighteen years of age, for no seaman is allowed to smoke until he has attained that number of years, when he is at once officially labelled a man, and is permitted to smoke Navy tobacco and drink Navy rum. An exception is made in favour of marines, but, although "leathernecks" may smoke, they may not drink Navy rum until they are eighteen. As soon as Jack has bought his tobacco, he takes a couple of cigarettes and

shillingsworth of raw tobacco, and the preparations to treat it, and the manner peculiar to himself. The methods of preparing and smoking it are simple, and very different from those of the tobacco manufacturers on shore. First of all, he removes the stems, and in this preliminary process he soaks the leaves in water—occasionally fortified with a little rum. Then he wraps it in canvas and binds it tightly with spun yarn or soft twine, and the shape of a huge cigar results. The ready use, and the great pleasure to smoke or chew, and the fact that it is not so liable to become rancid, but years ago it was a very common practice, and some original punishments were invented by officers for men caught expectorating on the decks. The deck of a sailing ship of the old wooden Navy was usually so much of an officer's dinner-table, that he would make use of its purity with tobacco juice. It was infrequently he was made to do the offensive spot every day for a week or his grog. By the second day the mark had, of course, disappeared, but day after day a unfortunate offender wasted his time and precious rum and water in an effort to get the mark which was no longer there. The shipmates looked on, and amused themselves, and the offender was occasionally threatened with being ordered to put a stop to such an unwholesome practice as squinting tobacco juice about the ship by making the offenders the laughing stock of the ship's company. The offender would be stationed along the deck with his backs to their mes-mates, and "made to go" in turns to call out their "crime" to the every ten minutes he heard: "Two, bow like a man, watch, and I am John Bow and I am put in a corner for spitting tobacco juice." Two bulls in the first watch. A captain men proclaimed his misdeeds to the amusement of jeers and laughter from the members of the ship's company. Spit-taking now placed about the ship. But the devotees of the pipe and the grog, and the man who deprives the man of tobacco, and commander nowadays may step a man in prison no one can prevent him buying his pipe and pay, and grog, but unless the man is in prison no one can prevent him buying his pipe of tobacco. A great deal of the tobacco of the Navy is stored at the Royal Naval Victualling Yard at Plymouth, and the great store of it at the Royal Naval Victualling Yard at Deptford, where it is got ready to dispatch to all parts of the world.—*Globe*

11. Kitchen Terrace.

I shall be glad if my experience proves helpful to other mothers.

(Signed) (Mrs.) H. MILLER.

Doan's Backache Kidney Pills are 2/9 a box, or 13/9 for 6 boxes. To be had of all chemists and medicine-dealers, or direct from the proprietors, the Foster-McClellan Co., 8 Wells Street, Oxford Street, London, England, post free on receipt of price. [53-1]

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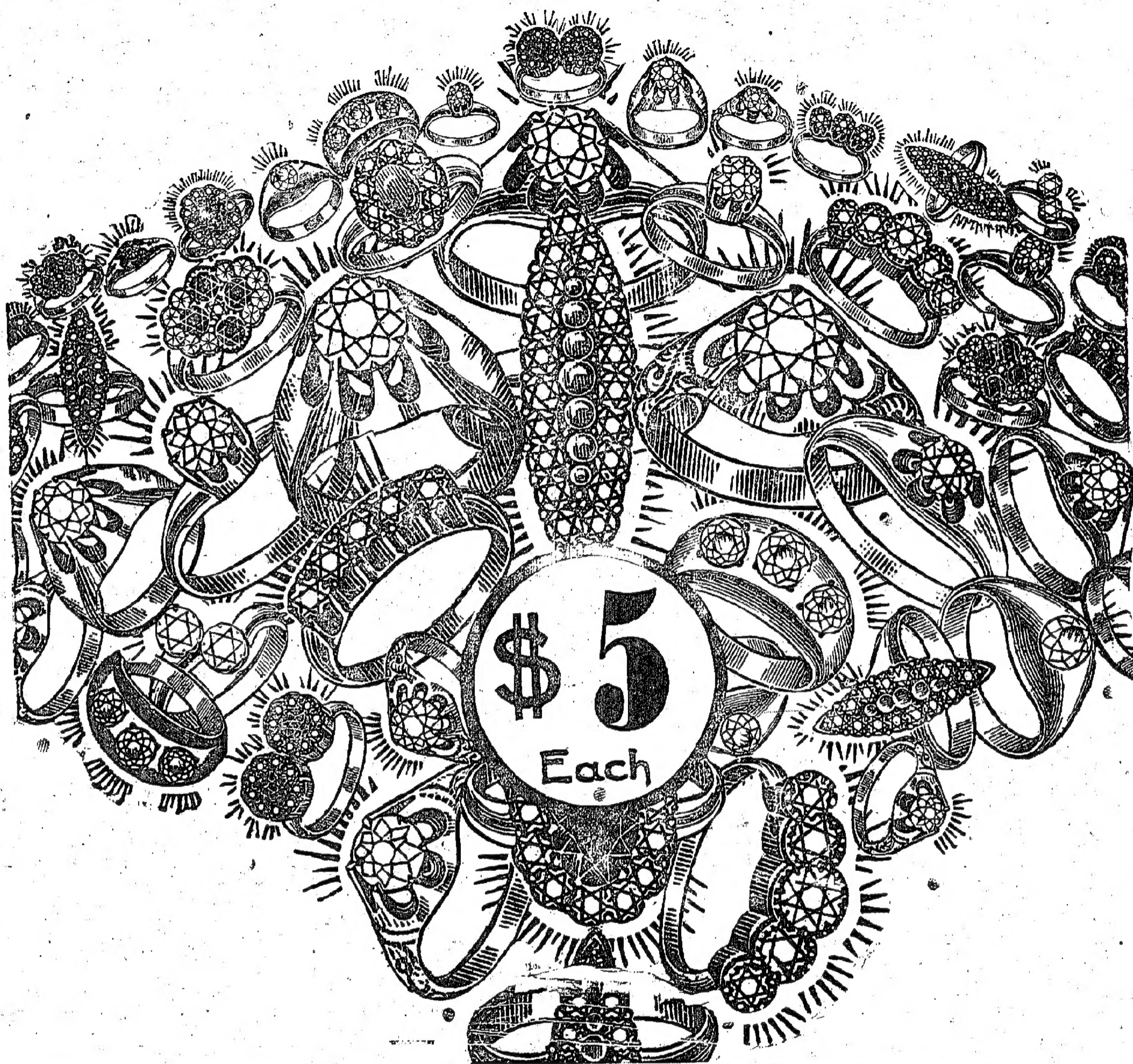
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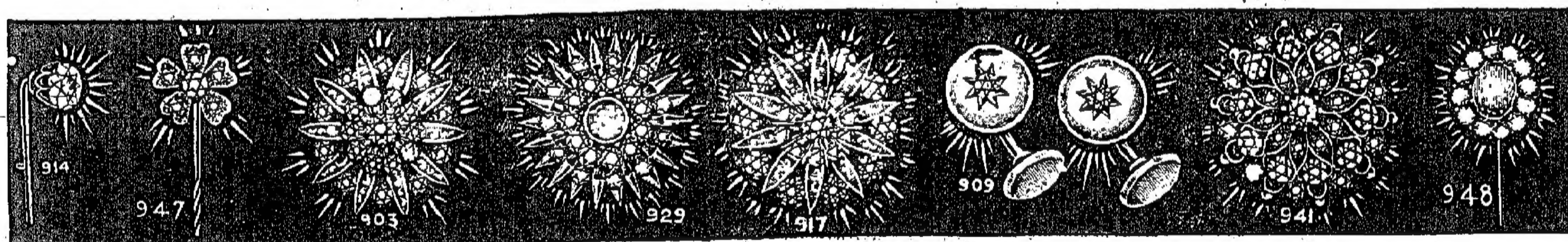
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